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Vol. CC, No. 2606
JANUARY 14, 1950

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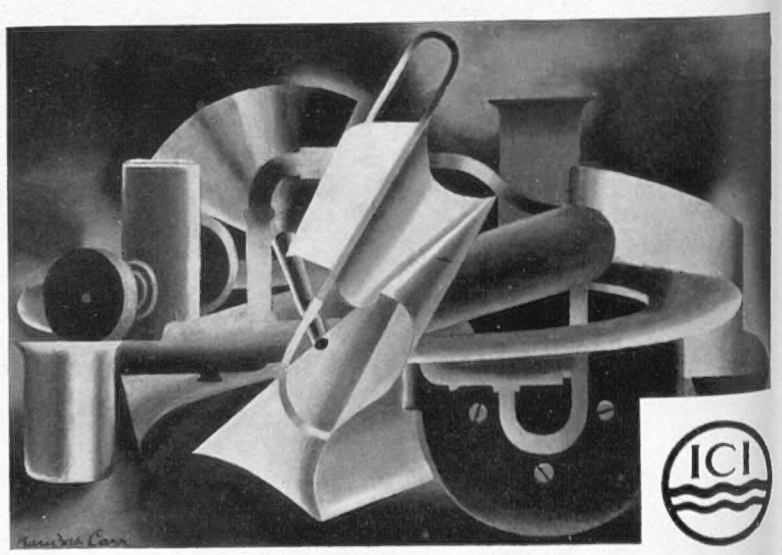
Such achievements have been sometimes the brilliant discoveries of inspired individuals, but are more often the work of teams of research chemists co-operating on a given task and working to a set plan. The announcements in this series are proof — if proof were needed — that the British spirit of initiative and enterprise is still alive.



Volume CC No. 2606 The SPHERE, London, January 14, 1950

The SPHERE
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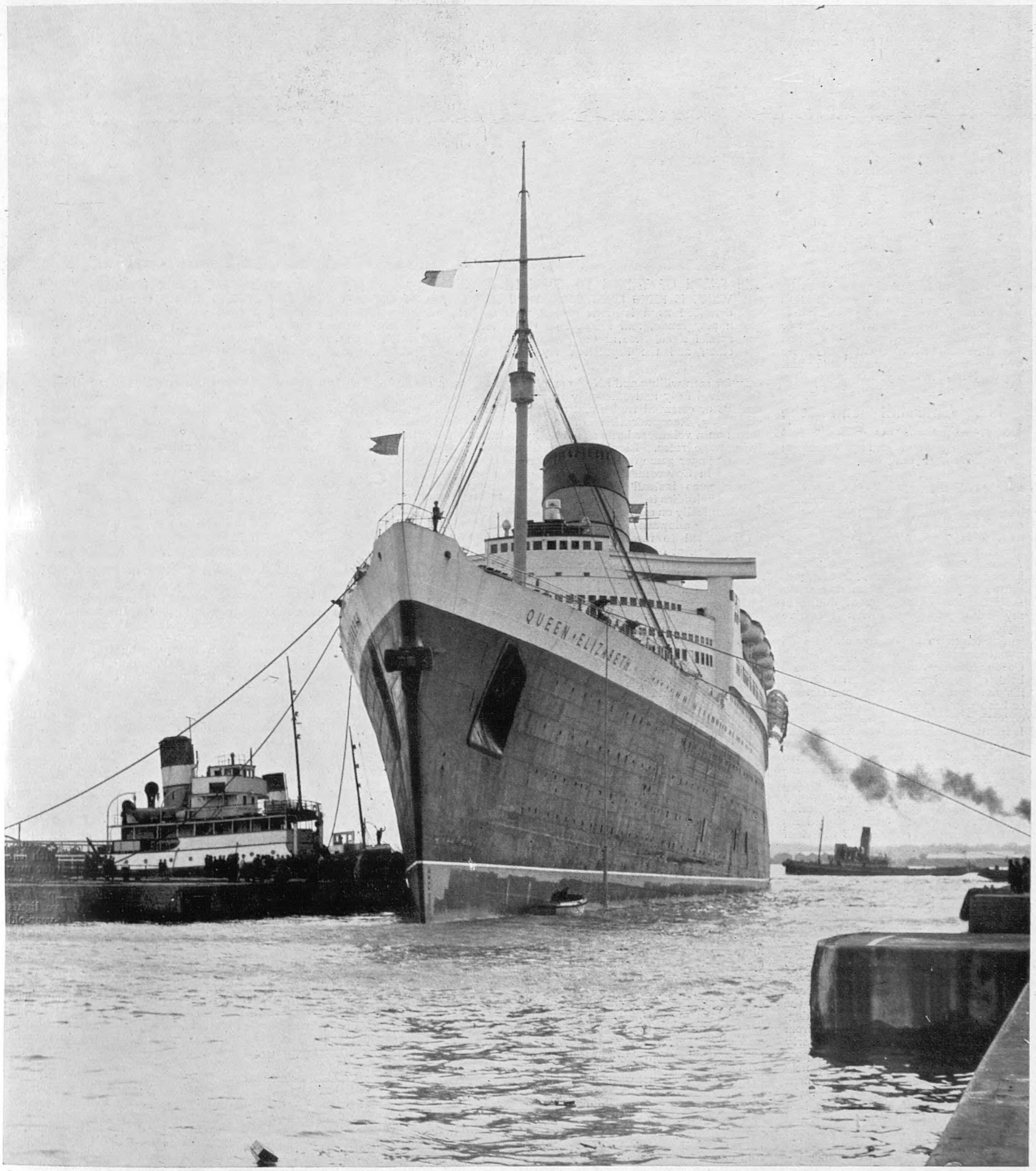
THE EMPIRE'S ILLUSTRATED WEEKLY




**A HIGH WIND MOMENTARILY TAKES CHARGE—WATCHERS ON THE DOCKSIDE HAD AN ANXIOUS MOMENT AS THE CUNARD-WHITE STAR LINER "QUEEN ELIZABETH" TOUCHED THE QUAY WALL AT SOUTHAMPTON UNDER PRESSURE OF A HEAVY WIND: The great vessel was proceeding to the King George V Dock for her winter overhaul, and was eventually manœuvred into position without mishap**

In November last the *Queen Mary* was the first of nine ships of the Cunard-White Star fleet to enter dry dock at Southampton for her annual winter overhaul. It was a big task, as 50 tons of cement had to be removed from the hull of the vessel, and new plates installed to make good the damage sustained off Cherbourg earlier in 1949. Since November the winter overhaul programme has gone ahead steadily, and on Friday of last week the *Queen Elizabeth*, that other giant of the Western Ocean, was taken out of service to receive her share of repairs. Getting the *Queen Elizabeth* into dry dock proved an unusually tricky business, as a high wind was blowing at the time, and the pressure of such a wind against the massive hull can well be imagined. However, despite some anxious moments, all was well in the end. During 1950 the Cunard-White Star Fleet has its biggest post-war programme of Atlantic crossings and cruises, and the fleet should again prove a great earner of dollars for a needy Britain.

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# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

## Honours List Pointer.—

There are still one or two newspapers which resist rash prophecy and concern themselves with their reputation for being right. But even these sailed very close to the wind of prophecy when the New Year Honours List was released and revealed five new Labour M.P.s "joining the minority" in the House of Lords. These five are all of Junior Minister *ranking*, and they represent in Parliament (all of them) the type of Labour stronghold which has resisted change in five years of by-elections. For the average Labour majority over all the now vacated seats is 13,000. But (it is reasonably argued) surely no Government would precipitate a big crop of by-elections on what is necessarily the eve of a General Election. Ergo, it is fair to assume that Mr. Attlee will announce a February or pre-Budget G.E. date. Without definitely joining the ranks of the prophets, I am bound to admit that it looks like a February—March date for that tiresome business, the G.E., which is to decide so much, or so little. And perhaps these new hereditary noblemen may prove to be among the very last to be created. It is just within the realms of possibility that before the next Honours List, a Bill or an Act might be in existence which would secure us a Second Chamber which is not an anachronism and negation of democracy.

## Mr. Churchill and the Boys.—

If, then, the G.E. is just round the corner of January (perhaps; perhaps not), the Conservatives, Socialists, Liberals, and so on, "have got to be prepared." They know it. They are buckling on their breastplates. The camps are clanging; the air is charged with sound and fury. The man of destiny is recruiting his strength in Madeira. What advice shall I give him? A journalistic cat never doubts he may look at a king. Of course, Mr. Churchill knows a lot about politics and party tactics. The only point of doubt in my mind is whether his retentive memory and vast experience have suffered him to forget anything. I do not always see eye to eye with Mr. John Gordon of the *Sunday Express*, whose bold, clear, trenchant clarion calls jolt his many readers out of complacency or bash common-sense into their heads, concerning this or that. Sometimes I think simplification of an issue can be carried too far. But on New Year's Day he said very trenchantly what I have perhaps too tactfully hinted for some time, that the greatest vote-winning card which Mr. Churchill could play to-day would be to deliver a pre-election assurance to waverers that, should his party attain power again, *all* the chief offices will not automatically be filled by the Old School-tie boys who swapped those offices about in earlier administrations. Perhaps he cannot, would not be wise to, *name* new candidates for high office, but at least he might hint that up his sleeve he holds new cards.

## Election—Party Manifestos.

—But why should I trouble to advise the older parties? *Tell the people the truth*, a Liberal document, is the latest manifesto for the coming dog-fight. I shall crib one or two planks from the Liberal platform for my own party platform. The old stagers propose to put 300 candidates into the field (applications for *membership* of the next Parliament are invited). This is the programme we offer electors—the best items taken from all the manifestos and one or two winners of our own invention: 1. Complete reform and simplification of methods of assessing and collecting income- and sur-tax and local rates. Schedules A to E to be liquidated; a single annual tax (nicely graduated to the means of every citizen to pay *out of income*) will be levied to cover his liability to contribute to central and local government expenditure. This will reduce the hoard of tax-gatherers by 75 per cent., will valuably increase the essential labour force, and will result in a cut of 2s. 6d. on income tax and 20 per cent. on rates. 2. Full employment, but only for men willing and able to employ themselves fully and efficiently in productive or essential trades and occupations. 3. Reorganisation of armed forces on a volunteer basis at attractive living-wage rates. Liquidation of the present paper game called conscription. 4. Cuts in Government expenditure of £500,000,000 instead of £250,000,000. 5. Food subsidies to be reduced gradually but drastically on all but bare essentials, and family allowances and pensions to be increased to meet hardship cases. 6. A short Act of Parliament (carrying drastic penalties) will be rushed through requiring Ministers, M.P.s, T.U.s, newspapers, cinemas and radio to tell the people the truth, the whole truth, and only the *sober*, essential truth. 7. As a result of 6, there will be longer working hours for the present in order to achieve shorter working hours in a year or two. The Liberals should be flattered when they read our 7-points programme. The Socialists and those Tories will be afraid. For the old-stager party (with its borrowed and improved planks) is (believe me) likely to sweep all before it at the G.E. in . . . . ? Well, in 1950.

**THE SHAPE OF THINGS TO COME IN AMERICA—AN ARCHITECT'S DRAWING OF THE BRONX RIVER HOUSING ESTATE WHICH IS BEING CONSTRUCTED WITH FEDERAL AID BY THE NEW YORK CITY HOUSING AUTHORITY: The Bronx Estate is described as a low-rent project with special community facilities, including a child welfare centre, a nursery school, a playground, and recreational rooms for adults. The first tenants will go into occupation in April. The scheme has special significance at the present moment in view of the strong opposition to President Truman's ideas on the welfare state, and the Republican cry that the Left-Wing Democrats in Washington are drifting steadily towards Socialism**

## Important Statements.—

The beginning of January always brings forth important statements and vital statistics. None more so than the U.S. President's annual report on the state of the Union. A very different state to that of 1900. Then, self-sufficiency, isolation from Europe, no desire to "rank" among the Great Powers of Europe. Now, the 1st World Power, richer and stronger than any other, "worth more" than all the rest put together, bar one, engaged to the hilt in the affairs of Europe and the East, creditor, benefactor, guide and philosopher and friend of Democracy and freedom everywhere. His report is encouraging as regards rehabilitation and peace among nations. The former is the only sure hope of the latter. The vast expenditure of American money must go on, and the danger lies in the Americans themselves allowing domestic issues to obscure or obstruct world issues. The British Chancellor made a statement on our financial state of prime, if (relatively) of less, importance. After the dismal showing of quarters two and three of 1949, the last quarter reveals that our gold and dollar reserves rose sharply by 263,000,000 dollars. Some of the causes of this are non-recurrent. The final results of devaluation are still to be proved. The Chancellor is happy as far as he can see. Our Minister of Fuel also was loud (perhaps too loud) in his congratulations on the year's coal output. It was above the minimum target by nearly 10,000,000 tons, and Britain's coalmining recovery is better than any other nation's. But the picture is not all sunshine. The tonnage lost by disputes is much heavier than in 1948. The mining labour force continues to fall alarmingly, and the price of coal for export, industry and home consumption continues to increase with fearful results in being and to be expected.

## Changing Countryside.—

I have intimately known one small corner of Southern England (in West Sussex) for sixty years. During half-a-century of that period, I could report that the scene and setting remained practically unchanged. Hardly an old tree was missed, hardly a new brick was added. The characteristic deep country-lanes, avenued by great oaks or beeches, the tree-bordered hedgerows, remained constant, blind in winter, a joy in summer. In the last few years there has been a transformation scene. Bus transport, mechanised agriculture, housing programmes, the demand for hardwoods and the plight of surviving landowners have caused this tremendous change. The countryside is unrecognisable with memories of its pre-war appearance. The hedgerows are becoming as inconspicuous as in Flanders—tractors require it and modern ideas demand it. And with the hedgerows go the crabs and flowering shrubs. The lanes are shorn of their characteristic great trees. Double-decker buses, utterly unsuited to narrow, twisting lanes, cannot ply among overhanging branches. The demand for hardwoods tempts urban speculators to buy up country houses and estates, to gut the manor house and leave it to ruin, and to cut down ruthlessly every marketable tree, wherever it grows. Those landlords who hang on to their old homes and acres, can only do so by the sale of timber; and woods and lanes and park-land are laid bare without thought for replanting for posterity. Our local councils are alive to the danger and the destruction. They have some powers; higher preservation and amenity councils have some powers; but combination seems impossible between them.

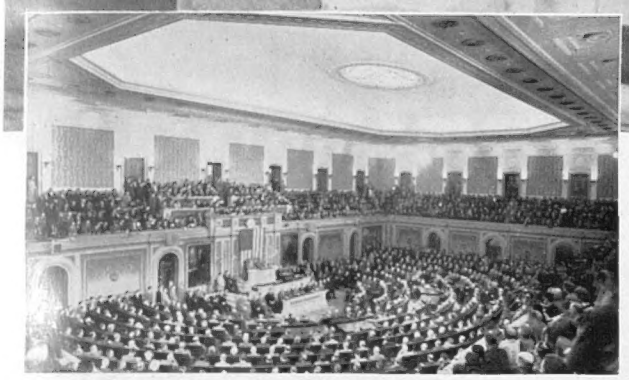
## Killing the Thing They Love.—

The vandalism goes on among the speculators; the landlord cannot choose but destroy his heritage and amenities for bare survival. It is no occasion for sweeping condemnation. The scene changes very swiftly now. The old tree-hidden manor houses stand out bare and clear in the landscape. Grouped round them the new building estates glare and stare on the bare green hills. These groups of cottages will tone into the landscape one day; they are utterly necessary. But they are "run up" quicker than new groves and plantations of trees, and, unless some common policy of replanting and replacement of indigenous trees can be assured, irreparable ruin will be done to our national heritage. We are robbing our posterity for our present emergency—in so far as it is an emergency and not a deliberate policy. It is the speculator in land against whom, before all, measures should be taken. In the last few years he has wrought havoc in the countryside. And pinchpeck parish councils are adding to the destruction—there is no more fearful example to be seen than in that famous beauty spot under Up Park at Harting.

## An Expensive Sport.—

Another shooting season draws to an end. The partridges already are splitting coveys into pairs. In some areas it has been a hopeful and heartening season. The blood-sport campaign, which raised anxiety in hunting and shooting circles, ended in defeat. Grouse were bumper in parts of Yorkshire (e.g., Bolton Abbey) and showed clear evidence of intention to return to many long-deserted moors in Perthshire, Inverness and Morayshire. In England, if partridges on the whole were below average, wild pheasants did well. In the paradise of the Eastern Counties, bags of 100 wild birds in a day were common enough even in December, and much bigger bags were not uncommon. (If you want bags on the 500 scale, you must go to the Ardennes, in Belgium.) The order against feeding grain to game birds ran out with the Old Year. Perhaps any new order may be modified. The demand for shootings for ever increases. And the expense of shooting is *not* falling. My eye lights on an advertisement in a forty-year-old copy of *Country Life*: "*Kynoch's Bonax*, 7s. 6d. per 100." £2 per 100 won't buy such cartridges to-day. A week's grouse shooting at Bolton this year must have cost a lucky guest nearly £50 in cartridges and tips alone. The price of birds offered by the trade has fallen somewhat. The costs of beaters have not fallen, and the demand exceeds the supply. If a bumper grouse year should suddenly arrive (such as 1915 or 1922), the problems of the landlords and shooting tenants will be insoluble. It will be impossible to get the stock down to reasonable proportion and disease must return on foul ground the year following. For the Highland schoolchildren are the main source of supply of beaters, and school holidays end before the real business usually begins. And the costs of all the essential paraphernalia are quite prohibitive, especially when plenty knocks the bottom out of wholesale prices. But patient lovers of the old sport, who are not greedy and can control nostalgia, can still derive pleasure and profit, at a reasonable cost, from quiet days at regular intervals, "for the pot."

THE OLD STAGER



THE JOINT SESSION OF CONGRESS : The vast chamber was redecorated during the late autumn and early winter. As usual, the Visitors' Gallery was thronged for the State of the Union message

PRESIDENT TRUMAN DELIVERS HIS MOMENTOUS MESSAGE TO CONGRESS ON THE STATE OF THE UNION : The President speaking from the rostrum of the remodelled House, when he drew attention to the **tremendous progress made by the American economy in the past fifty years.** He told his audience that "if our productive power continues to increase at the same rate as it has increased for the past fifty years our total national production fifty years from now will be nearly four times as much as it is to-day. In the year A.D. 2000 the real income of the average family will be about three times what it is to-day. Seen seated behind the President in this picture are Vice-President Alben Barkley, leader of the Senate, and Mr. Sam Rayburn, the Speaker of the House of Representatives

*Statesmen at Work and Play*

## MR. TRUMAN'S PICTURE OF THE U.S.-TO-BE

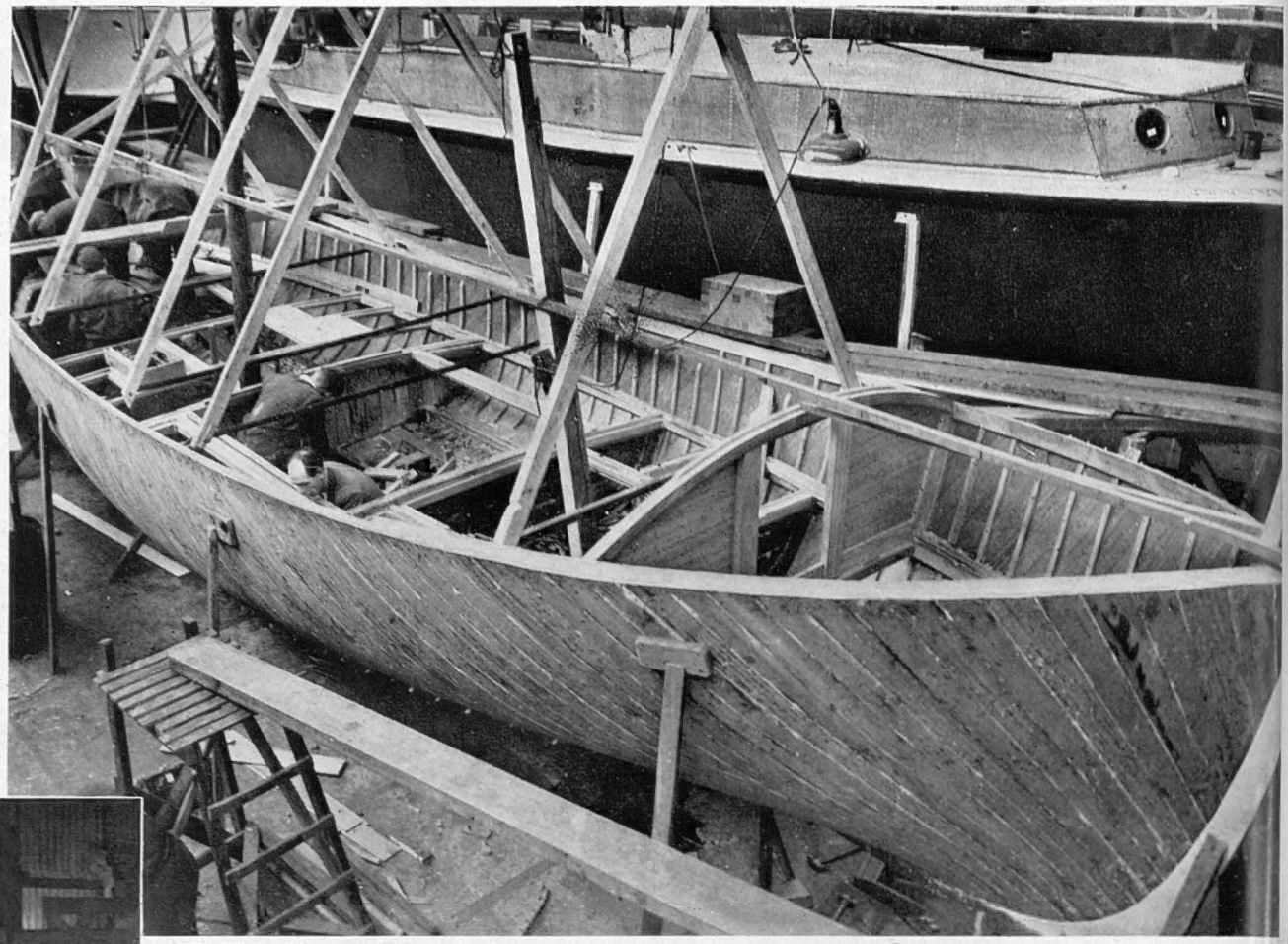
## MR. CHURCHILL PAINTS THE MADEIRA SCENE

MR. CHURCHILL GOES PAINTING IN THE VILLAGE OF CAMARA DE LOBOS : Smoking the inevitable cigar and wearing a sombrero, the Conservative leader makes progress with a picture during his Madeira holiday. His paints rest on a packing-case, and he sits at ease in a wicker chair. Meanwhile, in England, his colleagues and opponents have been firing the first guns of the 1950 election. Before the end of January it was expected that Mr. Churchill would be ready to enter the fray

# BUILDING A NEW-TYPE LIFEBOAT

## A Fleet of Long-range Diesel-driven Craft is Under Construction at Cowes

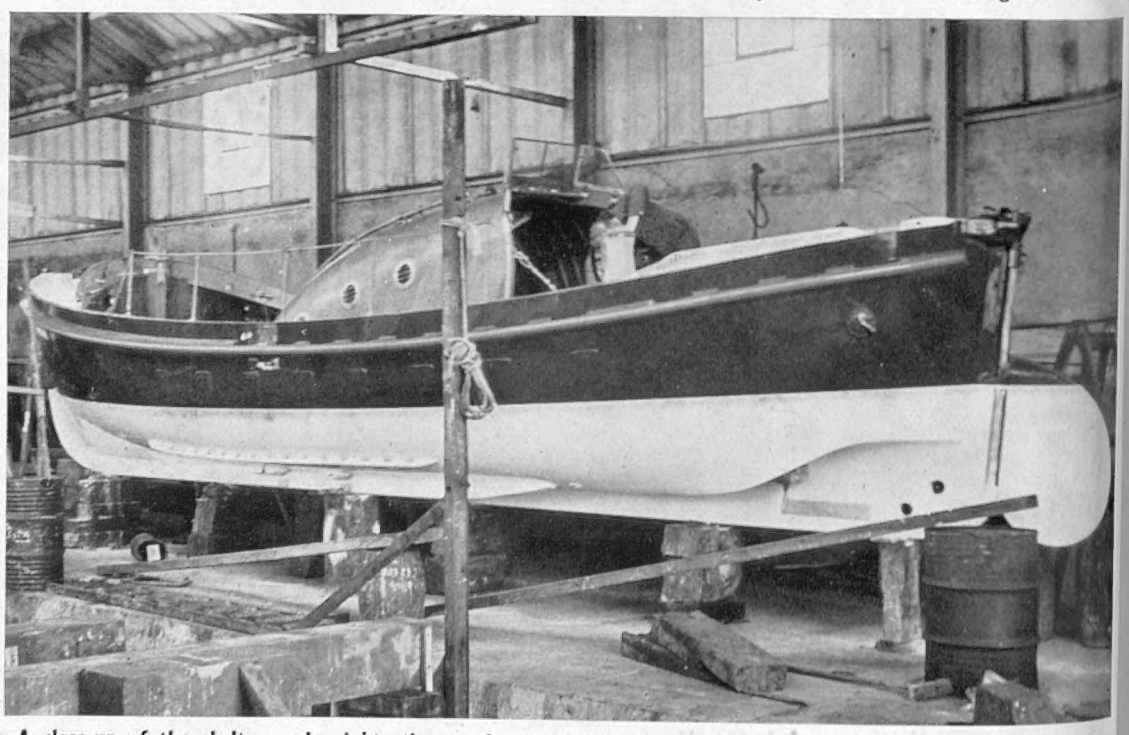
The new-type lifeboats being built at Cowes are making it safer for lifeboatmen in their arduous tasks and are making their work more effective because of the increased range of the new twin-screw Diesel engines. Last year an unsinkable lifeboat of Birmabright corrosion-resisting aluminium alloy was made. This was the first time that the principle of stressed-skin construction used in aircraft manufacture was employed in lifeboat design. Another interesting type is the Gaskin "unsinkable," which has a hollow hull, allowing the formation of an air pocket between the water and the boat. The Gaskin is described as being uncapsizable, self-emptying and unsinkable.



THE HULL OF A NEW-TYPE LIFEBOAT UNDER CONSTRUCTION AT COWES, SHOWING THE INNER SKIN COVERING: Twenty-five new lifeboats have gone into service round the coasts of Great Britain since the end of the war and eighteen more are on order. The craft cost £28,000 for the larger and £13,000 for the smaller types

FINISHING CEDARWOOD AIR CASES FOR A NEW LIFEBOAT: These boxes are 100 per cent. waterproof. They are made to fit into every available part of the boat and, on an average, 125 are used in each craft. The final process in the construction of the air cases is to bind them in calico

FITTING A SPAR FOR THE TUNNEL-FRAMING SECTION INTO POSITION: The new types range from 35-ft.-6-ins. (8¾-tonners) to the 52-ft. (26½-ton) Barnet class, driven by two 60-h.p. heavy-oil engines. The new ships will have a greater range than older types and all will have two-way radio links with coastguard stations



PUTTING THE FINISHING TOUCHES TO A LIVERPOOL: *Left*—A close-up of the shelter and, *right*, the nearly completed lifeboat. The Liverpools and the Self-Righters are the smallest of the new types being built at Cowes. They are 35-ft.-6-in. 8¾-ton ships, driven by two 20-h.p. heavy-oil engines. The main features of the new-type lifeboats are their twin screws and Diesel or heavy-oil engines, which give greater cruising range and which eliminate the need of carrying sails for propulsion. The use of heavy oil also lessens considerably the risk of a fire on board, and all boats are fitted with the latest type two-way radio sets

# THE LONDON SCENE

## An Ambassador Relinquishes His Post: Folk Dancers Come to Town: *Twelfth Night* in Theatreland

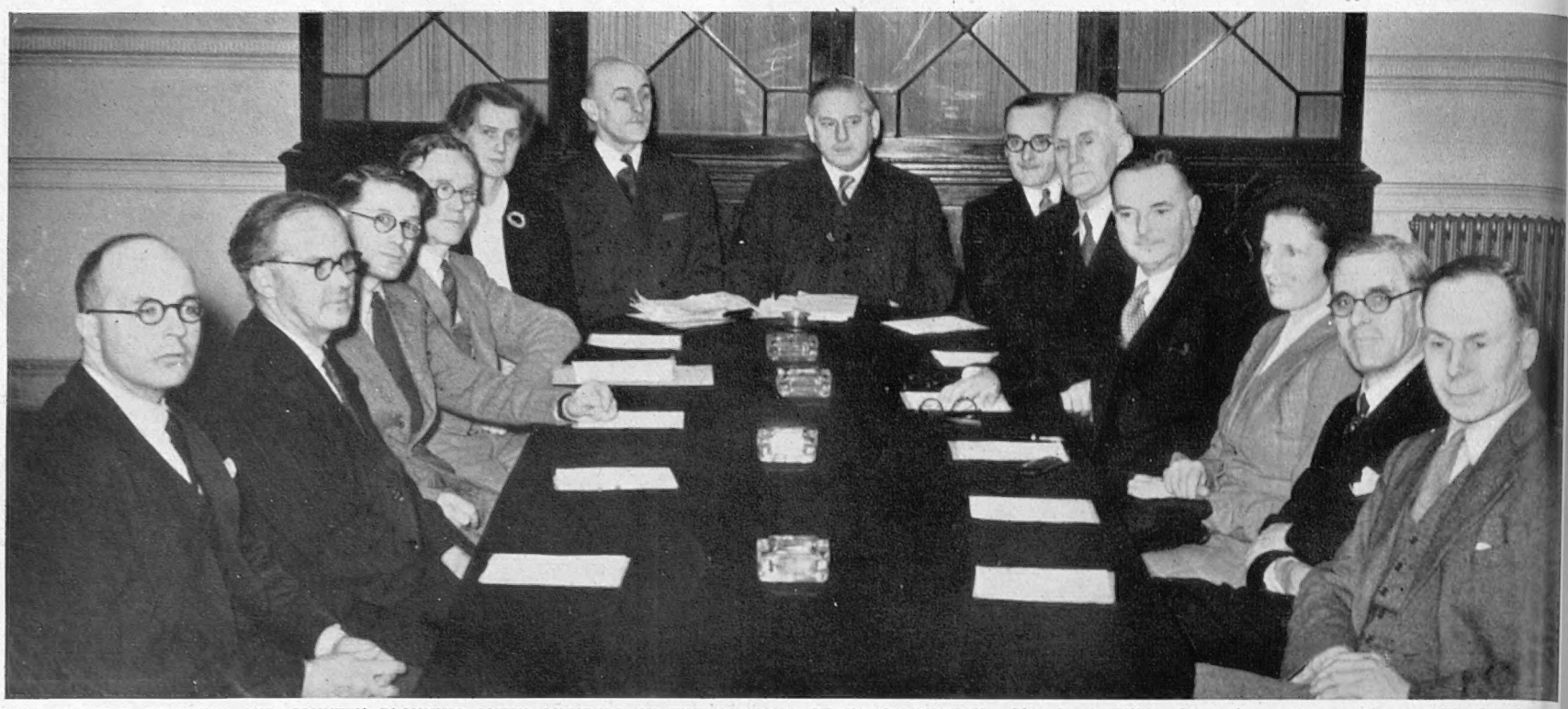
**THE END OF A MISSION—DR. F. T. CHENG, CHINESE AMBASSADOR TO THE COURT OF ST. JAMES'S, RELINQUISHES HIS POST AS BRITAIN GRANTS RECOGNITION TO THE COMMUNIST GOVERNMENT IN CHINA: *Left*—The Ambassador and his family in their London home. *Right*—The Ambassador with members of his staff**

Dr. Cheng, until last week Chinese Ambassador in London, has known England for many years. In 1913 he was called to the Bar at the Middle Temple, of which he is now an Honorary Bencher. Before his mission to London Dr. Cheng was a Judge of the Permanent Court of Justice at The Hague, and also a member of the Board of Liquidation of the League of Nations. From now on the ex-Ambassador will be able to devote more time to literature. His book *China Moulded by Confucius* came near to being a best-seller

**THE DANISH FOLK-DANCING TEAM AT THE ALBERT HALL: The teams from Great Britain were joined by a team from Denmark in national dress at the New Year Festival of the English Folk Dance and Song Society**

**A FOLK-DANCE TEAM FROM IRELAND: Patricia King, of Belfast; Madeleine Mackay, of Armagh; Maureen McCann, of Bangor; and Yvonne Hood, of Belfast, represented Northern Ireland at the Festival. The Albert Hall took on something of its New Year's Eve colour when the floor was filled with gaily-dressed dancers for the big country dances. Notable among the highly-skilled solo dances was the clog dance of Jackie Toaduff, of Durham**

**TWELFTH NIGHT IN THEATRELAND—TWO GREAT CAKES ARE CUT TO MARK THE OCCASION: *Left*—Dorothy Green, with Michael Redgrave standing behind her, cutting the cake at the New Theatre, the present home of the Old Vic Company. *Right*—Isabel Bigley, the leading lady in "Oklahoma," helps Mr. Austin Melford, Deputy Master of the Baddeley Fund, to cut the Baddeley Cake at Drury Lane. This was the third Twelfth Night in succession that members of the cast of "Oklahoma" had taken part in the traditional ceremony which derives from the will of Robert Baddeley, the pastry-cook actor, who bequeathed a sum of £100 to provide a cake bearing his name which should be cut for His Majesty's Company of Comedians—the correct title for any company appearing at the Theatre Royal, Drury Lane. The cast of "Oklahoma" has changed repeatedly, but nevertheless several players were seeing the cutting of their third Baddeley Cake**



**THE MINISTER OF TOWN AND COUNTRY PLANNING MEETS MEMBERS OF THE NATIONAL PARKS COMMISSION:** Mr. Lewis Silkin (centre) at the meeting at his St. James's Square headquarters held in connection with the transforming of waste ground and bomb-damaged sites. Reading from the left are: Lord Merthyr; Mr. Tom Stephenson; Mr. F. Ritchy; Mr. E. W. Wimble; Dame Evelyn Sharp, D.B.E.; Sir Patrick Duff; The Rt. Hon. Lewis Silkin, M.P. (Minister of Town and Country Planning); Sir Thomas Sheepshanks (Secretary); Rt. Hon. J. J. Lawson; Rt. Hon. John Wilmot, M.P.; Mrs. Dower; Sir Ian Edwards, and Professor McLean

# From BOMB SITES to MEAT PRICES

## Talks and Conferences on World Subjects

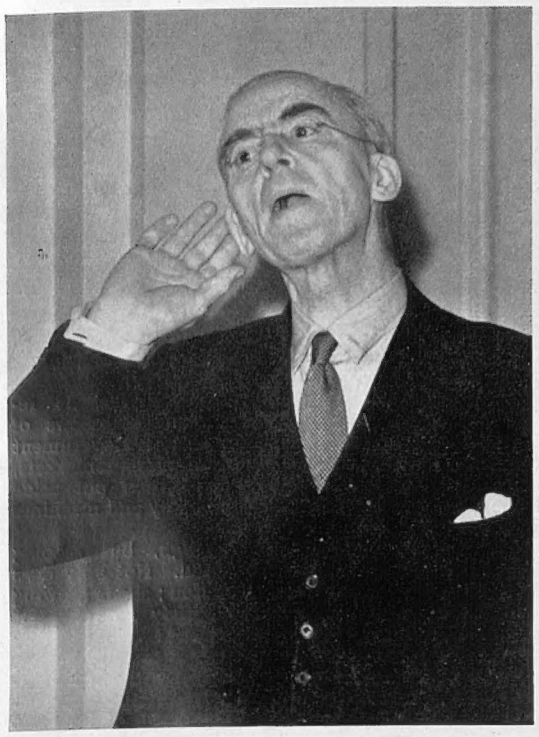
*On right—*

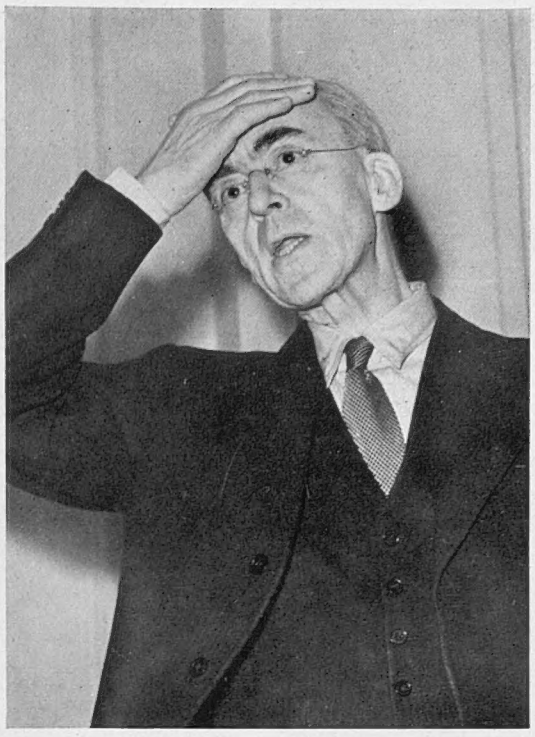
The Colonial Development Corporation's refusal of a dollar loan has aroused widespread interest, reflecting, as it does, a spirit of sturdy independence at a time when an all too ready acceptance of aid without consideration of "the tags attached" has been a feature of world political-economics. The dollar loan, it appears, was required by a subsidiary of the Colonial Development Corporation, C.D.C. Engineering Limited, and it was to have been used to provide a pool of mobile engineering equipment over the Corporation's whole field of activities. The idea that reports to, and inspections by, the bank should take place could not be reconciled, Lord Trefgarne has explained, with the methods by which the Corporation operates.

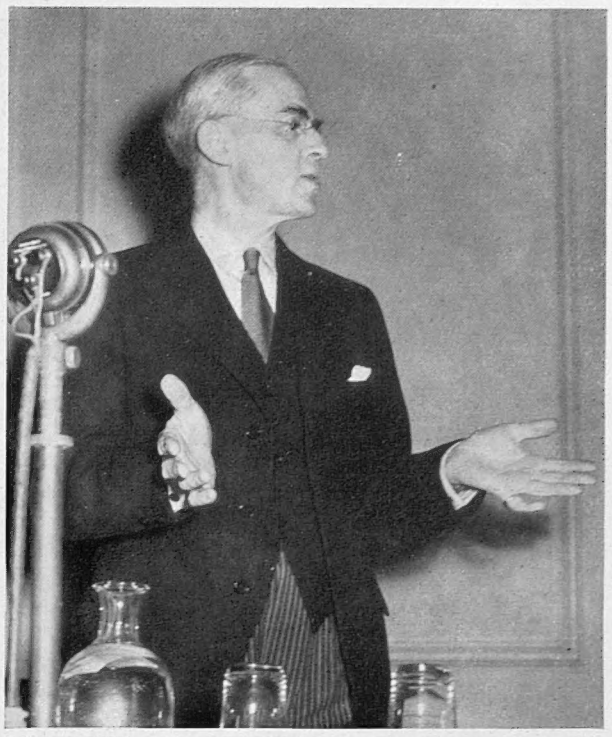
**LORD TREFGARNE EXPLAINS WHY BRITAIN HAS REFUSED A DOLLAR LOAN FROM THE INTERNATIONAL BANK:** The Chairman of the Colonial Development Corporation outlining the position at a Press Conference in London. He said that the terms of the loan, if strictly applied, would have meant quite unacceptable intervention in the operations of the Corporation

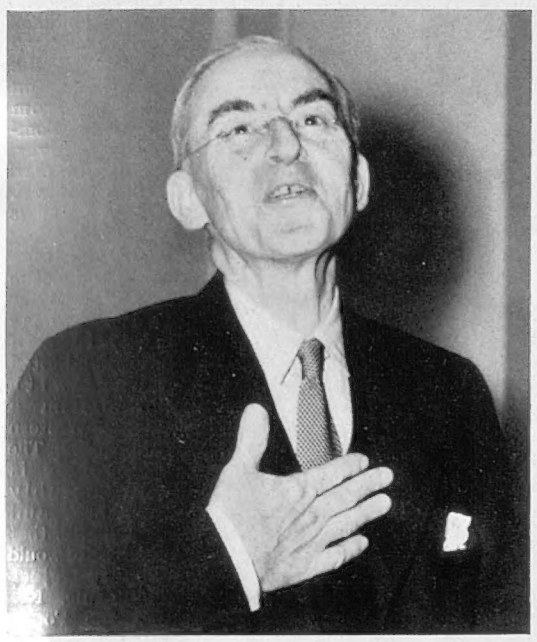
**THE TRANSPORT TRIBUNAL HEARS THE STORY OF MOUNTING LOSSES ON THE BRITISH RAILWAYS:** Sir William Bruce Thomas, K.C. (centre), with Mr. A. E. Sewell on his right hand and Mr. H. E. Parkes on his left hand, seen during a session at Lincoln's Inn. The Tribunal is inquiring into the recommendation of the British Transport Commission for higher railway freight charges. About 100 representatives from trade organisations and other interested parties were present, among them the British Electricity Authority, the National Coal Board, the Gas Council and the National Farmers' Union. The main cause of the deficit which faces the commission, it was pointed out, was its losses sustained on the railways. Passenger receipts, it appears, have been falling steadily since 1948

**SIGNING THE ANGLO-URUGUAYAN MEAT AGREEMENT:** The British Ambassador in Montevideo, Mr. Douglas Howard, and the Uruguayan Foreign Minister, Dr. Cesar Charlone, in the Foreign Office at Montevideo as they put their signatures to the documents regulating the meat price. The period covered by the agreement is from July 1, 1949, to June 30, 1950, and the price agreed is £97 per ton. A delay in signing was created by the Uruguayan Government's contention that all payments for meat should be made to them whereas the British Government insisted on paying the *frigoríficos* direct









**POST-MORTEM ON DEVALUATION: These camera studies were taken as Sir Stafford Cripps addressed a Press conference in London on the question of Britain's dollar reserves, which he showed had increased markedly since devaluation. During the last quarter of the year Britain's reserves rose by 263,000,000 dollars**

Sir Stafford Cripps was cautiously optimistic, and obviously far from disappointed at the results, when he announced at a London Press Conference that the alarming position of Britain's dollar reserves in the autumn of 1949 had so far righted itself by the end of the year that the sterling-area deficit had come comfortably within the present limit of Marshall Aid receivable. This was indeed cheering news, but Sir Stafford was careful to point out that some features of the improvement were not of a permanent character. Devaluation, he declared, still remains to prove itself as a medicine for our economic ills. "I hope," he said, "that no one will shout that we have already reached our goal or, on the other hand, grumble that we have failed."

## SIR STAFFORD AND THE SEARCH FOR SOLVENCY

### The Chancellor Comments on the Improved Dollar-Reserve Position

**"GOOD SENSIBLE PROGRESS HAS BEEN MADE ALONG THE LINES WE HOPED TO FOLLOW": Sir Stafford Cripps addressing the London Press Conference at which he announced the improved national trading position. Since the devaluation of the pound last September, the gold and dollar reserves of the sterling area have risen from 1,340,000,000 dollars to 1,688,000,000 dollars. During the quarter ended December 31, 1949, the sterling-area net deficit amounted to 31,000,000 dollars. (£11,000,000). This compares with a deficit of 539,000,000 dollars (£131,000,000) sustained by the sterling area in the third quarter of the year**

# THE EMPIRE THAT DECLINES TO GROW LESS

## What the Portuguese have they Hold

By FERDINAND TUOHY

HISTORY-BOOKS to come will show the midway of the twentieth century as having been a bad time for overseas empire. For one reason or another, territories bound to European Powers have diminished in number, or their status has altered to such a degree that only by stretches of the imagination can some of them be fitted into the empire idea of old.

Many will call what has happened "a desirable evolution," though a deal of it was the last thing desired. No matter; the contracting tale is writ and further mutations casting lengthy, blurred shadows before are nearer than the horizon.

One colonial empire, the Italian, has virtually ceased to exist—for the time being, at any rate. Its former chief component parts are being supervised by the United Nations pending their independence, although attempts to manœuvre this into some form of continued control are to be expected from more than one party concerned.

The French Union was eased out of the Levant and has had to wage a major colonial war in order to keep its grip on Indo-China, or Viet-Nam. This hold takes the form of the right to use bases, granted by an installed and friendly regime of unforseeable viability. Should it work, the technique may grow to be a general model for the future.

A like loss of direct imperial power has been suffered by the Netherlands in the Dutch East Indies, and Prince Bernhard is currently showing the flag in the Dutch West Indies as a precaution against the same sort of thing being set in motion there. The self-governance of Indonesia may prove to be a wise move in the Western tradition, or it may not. What's certain is that there was a distinct flavour of interested pressure by the United States, Britain and Australia, and surely the mere hint of dog eating dog cannot be too closely watched in the interests of the canines themselves? The Belgians have strengthened their position in the Congo and are assured of being guarded there by the West against ramifications by the East (already set afoot locally) on account of Katanga's largest and best uranium deposits.

The shrinking of red on the map has had its subtle effect on the present psychological state of Britain: it has saddened many whose feelings are worth a tinker's cuss. India, Burma, Egypt, Palestine. Whether unavoidable, desirable, impetuous, or blundering, individual moves have combined to produce a strong ebb tide of empire in the hitherto accepted sense of the term.

One empire has, however, gone blithely on, refusing to be chipped or altered in any shape or form. What the Portuguese have they hold. It is an arresting spectacle, this of the oldest empire in the world, and militarily the weakest, sticking to its absence of guns and maintaining itself intact while the big ones with difficulty hang on to diminishing stakes.

We have just been reminded of this by Mr. Nehru's not-so-gentle hint in the case of Goa, and by the quiet and confident Portuguese intimation that the intention is to preserve this Dependency as it has been since the end of the fifteenth century. That was when it started, this remarkable Portuguese adventure overseas—with Vasco da Gama rounding the Cape and planting his flag in India in 1497.

England was then the lesser of the partners in the alliance which has given rise to titters, and was then 124 years old.

Portugal has kept her empire intact in Africa, India, China, and the Atlantic by a combination of intelligent industry, by blending with the native populations, sowing their religion, luck, and staying out of reach of international organisations, save technical ones. For example, Portugal is currently represented at the Paris "exchange of ideas for developing Africa."

It is topical to take off with Madeira, not only on account of the presence there of the world's most popular traveller, but because he plans to return by Aquila Airways, a flying-boat associate of B.E.A., which recently sent the first pioneering civil aircraft from Southampton to Funchal—a move which, the people of Madeira hope, may transform the local tourist industry. There are 250,000 of them, and the island treasure of sun, colour, flowers and warmth, is far too volcanic for any aeroplane landing. Let us hope the Madeira run will also be a piece of cake for the islanders, who otherwise must depend on sending wine, embroidered linen, and bananas, to Lisbon, 600 miles away.

Actually the Azores are more wrapped up with the West, since they provide a vital oceanic link in the Atlantic Pact, of which Portugal is a founder-member. Spain is not, because political parties elsewhere frown on her regime. It seems to me that, *per vivere in pace*, countries should be spared such party snootiness from abroad, unless their regimes are a menace, as were those of Hitler and Mussolini.

However, the underlying cause of Franco's visit to Lisbon was to consolidate Iberia in the cold war and beyond.

WHERE MR. CHURCHILL HAS BEEN WINTER HOLIDAY-MAKING—LOOKING DOWN ON THE HARBOUR AT FUNCHAL, MADEIRA, CAPITAL OF THIS PORTUGUESE ISLAND POSSESSION WHICH HAS FOR SO LONG ATTRACTED WINTER VISITORS FROM EUROPE: Madeira, 35 miles long and 12 miles wide, has a population of about 250,000, and owes much of its prosperity to the tourist trade. The British occupied Madeira from 1807 to 1814

Next, the Cape Verde Islands, the outline of which is familiar to voyagers for the Cape; and Portuguese Guinea on the African coast, not so very far from Nigerian and other troubles. But it is still a case of all quiet in Guinea; indeed, "all quiet" gives the readiest impression of Portugal's empire as a whole.

And so, by the Equator, to the San Thomé and Principe Islands, and on to Angola, one of the two big African possessions. Bigger than the Union of South Africa, Angola has lately drawn the attention of American technicians, coming in wake of their big-game hunters. Angola will play a leading part in the road opening-up of Algiers-the Cape via the western route. For the local Portuguese are not content to serve their own needs with a network of communications. They plan to move the riches of all Central Africa through their ports.

They already handle the chrome from Rhodesia; America's hush-hush uranium from the Belgian Congo; even coal from Johannesburg to Cape Town by way of Beira, Mozambique. Beneath a sleepy reputation and a so-called unprogressive rule—to-day a projection of Salazar's firm and aloof paternalism—the Portuguese are very up-and-coming colonizers, as that knowledgeable Consul, Sir Godfrey Huggins, lately noted.

They are going to town in a big way at Beira, Indian Ocean port and railhead lately taken over for £6,000,000 from a British concern. Beira is the chief of several rapidly-developing ports along the 1,500 miles of Mozambique coastline, which includes the growing holiday resort of Lourenço Marques, attracting the Rand's big money. But its waves are too big, and I hate even the thought of anything underneath the water, let alone sharks marauding inshore. It is best to bathe in enclosures.

Mozambique is drawing most of to-day's settlers from Portugal, who leave the Tagus in a constant stream that could shake up other people's ideas of emigration. But the Portuguese have ever been good at it, since nearly half the population—or a round million—sailed off in the tracks of da Gama during the sixteenth century.

This colonizing zest is reflected in the shop-windows of Lisbon—but at a cost. Not only has the Government refused to buy more cheaply from foreign markets, but public and social works have been put aside in the home country so that men, money and machines could be directed to the empire.

Home prices are relatively high, but reaping times are thought to lie close ahead. Not only does Portugal now grow all her own cotton; she is growing a sufficiency of groundnuts to satisfy her own fat needs *and* leave a surplus for export!

How does she do it? Not so, it is said, by the writings of Karl Marx, but rather by the teachings of Saint Paul. Evidence of this is perhaps best seen in the extensive Goanese territory south of Bombay. But before getting there, I recall the noisy boatloads that used to come out from the Portuguese holdings of Diu and Daman, to the B.I. steamer on the way from Basrah to Bombay. However, Goa is the crux of the matter so far as India is concerned.

This heritage of Albuquerque differs from other Indian communities in having adopted along with Catholicism a largely Western habit of life. The atmosphere is very notably Eurasian, and the belief is that a plebiscite would roundly reject Hindu rule. Not that the Portuguese will even discuss a plebiscite (unlike the French "establishments" still in India). The Portuguese calmly declare Portuguese India to be legally and morally a part of Portugal.

This has been at the base of Portuguese colonization. Portugal has ever regarded her possessions as provinces that happen to be overseas. The natives have the same opportunities as the settlers and, regardless of race, any Portuguese Indian (or African) may qualify for the highest posts.

Unlike Britain, the Portuguese have never had the slightest intention of civilising and then moving on. They civilise and stay. Not but that they haven't had extraordinary luck at times.

Take what happened on Timor in 1942. The Japanese arrived, but there was no fighting. The local Portuguese just made themselves scarce on the big island; or if they collaborated, it was with a fatalistic confidence that was realised. One day the Japanese had to clear out, which they did without the customary bestiality, and to-day peace reigns again on Timor.

Alas, I have left no space for oft-sung lovely little Macao, opposite Hong Kong, at the gates of which the Chinese Communists will any day arrive. But will they enter, as they easily could, even against the reinforced 6,000 garrison? The Portuguese have been in Macao more than 400 years; have seen prospective enemy after enemy come thus far up the isthmus to the colony, and no farther; they reckon that, from self-interest, the Chinese Reds will elect to keep this window on the outside world in Western hands. So many useful things can pass through it.

As envoi to Britain's oldest ally, I cannot resist quoting this from Colonial Under-Secretary Caneiro: "Does Stalin's barring of our country from the U.N. work out as a handicap? Yes—but not to us. It is the U.N. which is losing—in default of our experience."

# BIRTH of an ISLAND

## A Volcanic Island, Photographed as it Emerged from the Pacific Ocean

**A VOLCANIC ISLAND EMERGES FROM THE WATERS OF THE SOUTH PACIFIC OCEAN : Two remarkable pictures taken from a flying-boat which happened to be over the island at the time of its appearance above sea-level.** The crew of a Catalina flying-boat of the Trapas (French Pacific) air line on the Noumea-Port Vila-Santo route can almost be said to have officiated at the birth of this South Pacific island in the New Hebrides. When near the island of Epi, chief pilot Joseph Pommier saw a pillar of smoke rising to 3,000 ft. Thinking it must be a ship on fire, he ordered the rubber rafts of the plane to be inflated and descended to investigate. There, out of the bubbling sea, an island was emerging on the north side of which was an active volcano. Pilot Pommier, who took these photographs, fixed the position as 16 degs. 50 mins. south latitude and 168 degs. 32 mins. east longitude. Before the war a similar volcano made its appearance in Rabaul Harbour, New Guinea

EXCAVATING AT WALBROOK: Mr. W. O. R. Noel-Hulme and his assistant, Mr. Edward Doyler, have uncovered a wooden Roman well on the bombed site east of Walbrook. The top of the well may be seen in the above picture. Among their finds was a complete Roman sandal of the first century

THE FIRST ROMAN LEATHERWORK FOUND IN LONDON SINCE 1934: Mr. Noel-Hulme's and Mr. Doyler's finds included these parts of a Roman sandal, including the sole. It is approximately size 3. Linseed oil is being used to restore its pliability and former shape, a process which will occupy nearly two months. The timber-lined well, which is illustrated on the left, contained water at a depth of 3 ft. It is in good preservation and contained the skulls of two pole-axed oxen and some as yet undated pottery. An exhibition of the latest finds and a model of Roman London has been on show at the Guildhall Museum since the beginning of the year

# LONDON UNDER THE ROMANS

## Treasures from the Walbrook Site on View at the Guildhall Museum

A PICTURE OF ROMAN LONDON: Members of the Guildhall Museum staff have made this model of Roman London as it probably was in the fourth century. It forms part of the exhibition at the museum. Many domestic articles, such as writing materials, needles, glassware, a brooch and chain, and a jet gaming-counter are on view

RECONSTRUCTING A EWER OF THE FIRST OR SECOND CENTURY: Mr. Ivor Newton Hume pieces together the parts of a ewer found on the Walbrook site. It is almost complete, and is on view at the Guildhall Museum

A BOWL AND A DISH FROM DIFFERENT AGES: *Left*—Part of a bowl of metropolitan slip-ware of the 17th century (found on a higher level), and, *right*, a 1st century dish from Southern Gaul, which bears the signature of Frontinus the Potter on its base

A BROOCH AND CHAIN OF THE SECOND CENTURY: This fine trumpet-shaped fibula brooch and chain is one of many valuable finds on view at the exhibition. It was discovered during excavations for a new block of offices

SAMIAN WARE OF THE FIRST OR SECOND CENTURY: The red or black earthenware is supposed to have originated at Samos, but the Romans carried it to every country in which they had influence. It is glazed and is very often ornamented in relief

# THE SCALA, MILAN, HONOURS PUCCINI

## A Performance of *La Bohème* to Mark the 25th Anniversary of the Composer's Death

Covent Garden, Manhattan's Diamond Horseshoe, and the Paris Opera all enjoy an equal distinction, but Milan's Teatro alla Scala, built by Pietro Marino in 1778, enjoys a special fame. The auditorium, which holds 3,600, is not only spectacular in appearance, but the acoustics are well-nigh perfect. Within its walls some of the great masterpieces of Italian opera have been heard for the first time. The name of Giacomo Puccini was for a while associated with the Scala, for the composer worked at the Milan Conservatoire from 1880 to 1883. It was only fitting, therefore, that the 1949-50 season, marking the twenty-fifth anniversary of Puccini's death, should start with *La Bohème*, the firm favourite with opera-lovers which burst upon a delighted world in 1896. The performance attracted a vast audience of celebrities, some of whom came from as far afield as the United States.

Milan's Scala has been civic property since 1872. The building was restored in 1922, when Arturo Toscanini became its director. Toscanini was conductor at the Scala from 1898 to 1908 and from 1920 to 1929. Now Victor de Sabata carries on the great tradition.

THE VAST AUDITORIUM AT THE ANNIVERSARY PERFORMANCE OF PUCCINI'S "LA BOHÈME": 3,600 people packed the Scala, Milan, for the opening performance of the new season, which was held in honour of Puccini, who died in 1924. Puccini's first one-act opera, *Le Villi*, brought him fame when produced at the Scala in 1885

THE CROWDED BOXES AT THE TEATRO ALLA SCALA: There were many foreign visitors at the Puccini anniversary performance, including opera-lovers who came from England and the United States

VICTOR DE SABATA TAKES A CURTAIN-CALL WITH MARGHERITA CARESIE AND ALDA NENI: The celebrated Italian conductor with the two leading ladies in "La Bohème." Victor de Sabata has greatly enlarged his reputation since the war. He won great applause during a visit to England in 1948

THE SCALA FOYER IN THE FIRST INTERVAL IN "LA BOHÈME": During the war the opera house was badly damaged as a result of Allied bombing, but in spite of that it was reopened in 1946 and regular opera seasons were again started

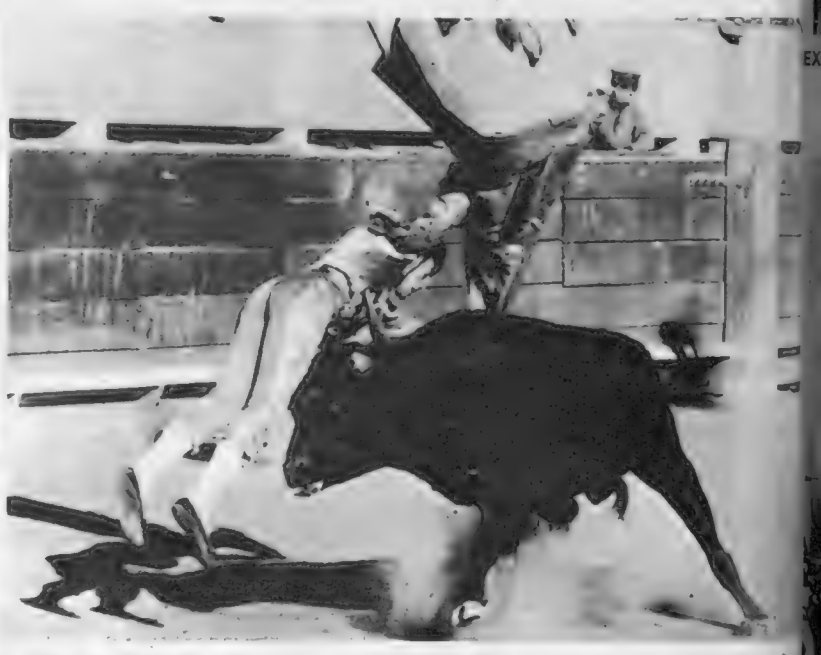
# THE WAY OF THE WORLD

## A SURVEY OF THE FOREIGN NEWS IN PICTURES

**INDIA'S GOVERNOR-GENERAL AT THE CAVES OF AJANTA—A VISIT TO THE FAMOUS BUDDHIST SHRINES DURING AN OFFICIAL TOUR OF HYDERABAD:** *Left*—**Mr. Rajagopalachari being carried through the ravine during his journey of inspection.** *Right*—**The Governor-General standing beneath a large stone figure of Buddha**

The cave temples of Ajanta, dating from 200 B.C. to A.D. 600, are without doubt one of the wonders of the Indian sub-continent. Ferguson, in his *Indian Architecture*, has pronounced them to be the most perfect and complete Buddhist caves of their kind without any admixture of Brahminism. The caves are excavated in the scarped side of a deep ravine, and a stream flows down the ravine from the head of the valley, ending abruptly in a series of seven waterfalls. In No. 1 cave are the scenes of sickness, old age and death which led Buddha to renounce the world. During his tour of the ravine the Indian Governor-General saw the magnificent frescoes which at time suffered seriously from moisture and dirt, but which now in excellent condition. The Nizam of Hyderabad had t cleaned in the '20's by two Italian experts, Professor Lo Cecconi and Count Orsini, whom he brought out to h

**THIS GUN FIRED ITS LAST SALUTE ON CHRISTMAS EVE, 1949—AND THEREBY HANGS A TALE OF CHRISTMAS GOODWILL:** Frau Schnelle, who lives in a house just across the way from the Headquarters building in Frankfurt-on-Main occupied by the Allied High Commission, contacted, just before Christmas, the Commander of the Frankfurt Military Post (United States Army), telling him that she felt "disturbed" by the noise of the gun which broke her crockery. The gun was fired every day at both sunrise and sunset during the hoisting and dipping of the Stars and Stripes. This ceremonial started with the occupation of Frankfurt in 1945. The Military Commander, sympathising with Frau Schnelle, told her that as a "symbolic Christmas gift" the gun would not be fired again after December 24, 1949



**A TYRO IS TRIPPED:** Nito Ortega, a Colombian bullfighter of no great experience—in fac novillero who has not yet made the grade as a matador—seen making a dive to avoid bull's horns during an engagement with a young bull in the arena at Lima, Peru. this time of the year a great many young fighters try their luck in South American r

**ROTTERDAM'S FAREWELL TO PRINCE BERNHARD—QUEEN JULIANA'S CONSORT SETS OUT ON A CEREMONIAL TOUR OF THE WESTERN WORLD:** *Left*—**The Prince and Qu Juliana greeted by a naval guard of honour before the former set out in the aircraft-carrier "Karel Doorman."** *Right*—**Princesses Irene, Margaret and Beatr followed by the Burgomaster of Rotterdam, as they came to say good-bye to their father. The Prince of the Netherlands will visit the Dutch West Indies, Venezu Mexico, the United States and Canada, returning to Europe by way of Greenland and Iceland. He has taken with him in the "Karel Doorman" his Dakota aircr**

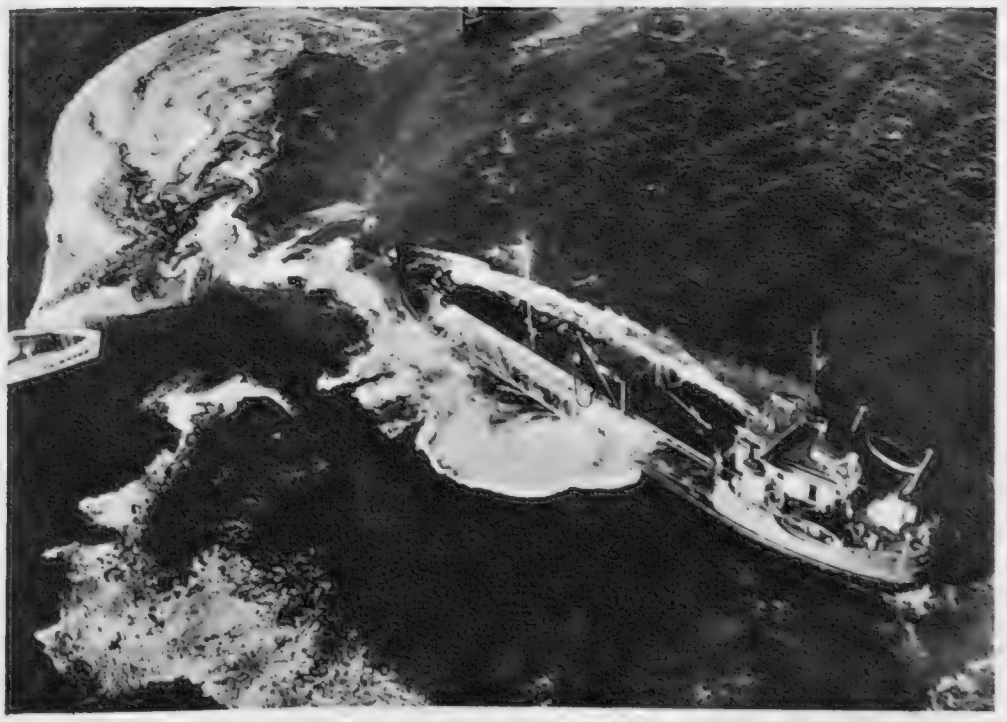
**MOSCOW CELEBRATES STALIN'S SEVENTIETH BIRTHDAY: Crowds round Lenin's tomb in the Red Square during celebrations held throughout the Soviet Union and satellite States. Moscow Radio announced that to mark the occasion the Supreme Soviet had awarded the Order of Lenin to the Generalissimo and had inaugurated peace prizes**

**EX-KINGS MEET ON THE FLOOR OF A NEW YORK HOTEL: The Duke and Duchess of Windsor pause in their dancing to exchange New Year greetings with ex-King Peter of Yugoslavia and ex-Queen Alexandra. The meeting took place at the Sherry Netherland Hotel dinner-dance**

**MARSHAL TITO BESTRIDES A WHITE HORSE: The Yugoslavian leader reviewing some of his crack troops in Belgrade. He praised Yugoslavia's national army, declaring that it was one of the best in Europe. He called upon all ranks in the New Year to stand ready to defend their country's borders.** Tito, born in 1890, now enters his sixtieth year. He was born of Croat and Czech parentage at Kumrovec, near Zagreb, in the Austro-Hungarian Empire. He became Secretary-General of the Yugoslav Communists in 1938. During the Spanish Civil War Tito was working in Moscow helping to arrange the transport to Spain of volunteers

**FLOWERS FOR THE GENERALISSIMO: Young children pressing round Stalin with bouquets which they presented to him at a ceremony at the Bolshoy Theatre on the occasion of his seventieth birthday. To celebrate the birthday 1,000,000 portraits of Mr. Stalin have been issued to the public; also 500,000 copies of his biography. Music publishers brought out special editions of more than forty songs about Mr. Stalin, and all the Moscow theatres staged special productions.** Beflagged special trains coming from all parts of the Union and the other lands behind the Iron Curtain brought presents to Moscow. These ranged from motor-cars to soap and stockings to horses. Czechoslovakian workers sent an aircraft, motor-cars, a railway engine and a motor-cycle. Coach workers in Berlin have given fourteen coaches to the railways in Siberia. More simple presents included a pair of bedroom slippers from Prague and an electric toaster from Nuremberg

**AN UNUSUAL SEA DISASTER IN ELLIOTT BAY, SEATTLE: Two railroad freight cars floating offshore after a barge, carrying nineteen rail-cars, had collided with the 6,000-ton freighter "Fairland" during the hours of darkness. The four men on the barge were removed to safety**



**WAVES BREAKING OVER THE TANKER "SYLVIA" AFTER THE SHIP HAD STRUCK A SUBMERGED WRECK OFF THE COAST OF NEW JERSEY WHEN EN ROUTE FROM NEWHAVEN, CONNECTICUT, TO PHILADELPHIA: Salvage vessels were quickly on the scene and, with flooded engine compartments, the "Sylvia" was towed to Delaware Inlet, where repairs can be carried out**

AN AIRSTRIP IN THE SAVANNAHS: Here in the highlands of British Guiana, where a few families live by ranching, an airfield has been established, and it is possible for a plane to come through from Georgetown in about two hours. Before the air link the ranchers of the Rupununi were a week's journey from civilisation

LANDING ON THE AIRSTRIP AT KARANAMBO: A plane of British Guiana Airways after touching down in the savannah country. Dense forests separate the savannah from the coastal strip. For a great part of the journey from Georgetown, the capital, to the Rupununi District the plane follows the winding course of the Essequibo River

A RANCHER'S HOME IN THE RUPUNUNI DISTRICT OF THE BRITISH GUIANA HINTERLAND: This is the home of the McTurks, one of the five ranching families in the area, the pioneer of the savannah. In the foreground is a thatched garage for the McTurks' jeep, a cookhouse and a storehouse. The dirt track leads towards the airfield

# A FLYING VISIT to GUIANA'S HINTERLAND

## *Pioneer Life Among the Ranche of the Remote Rupununi Savanna*

Air transport has made a great deal of differe to the vast and undeveloped interior of Brit Guiana. The three-day treks by fast, sprawl rivers through thick, tropical forests which ho gloriously coloured parrots and large blue butt flies, can now be done in an hour. A week's jour south to the Rupununi District, where the forest given place to huge tracts of open savannah and lovely Kanuku Mountains, can now be reached less than two hours, weather permitting. What transport has not changed is the overwhelm hospitality of the people and the indomita pioneering spirit of the European ranchers.

The story of the McTurks is typical of the f ranching families of the Rupununi District, w because of their isolation, are the happy hosts o who touch down on the savannah airstrip Karanambo, 200 miles from Georgetown. The sea for diamonds and gold brought these fine, pioneer men into the interior. The wide, savagely lo country claimed them and they stayed.

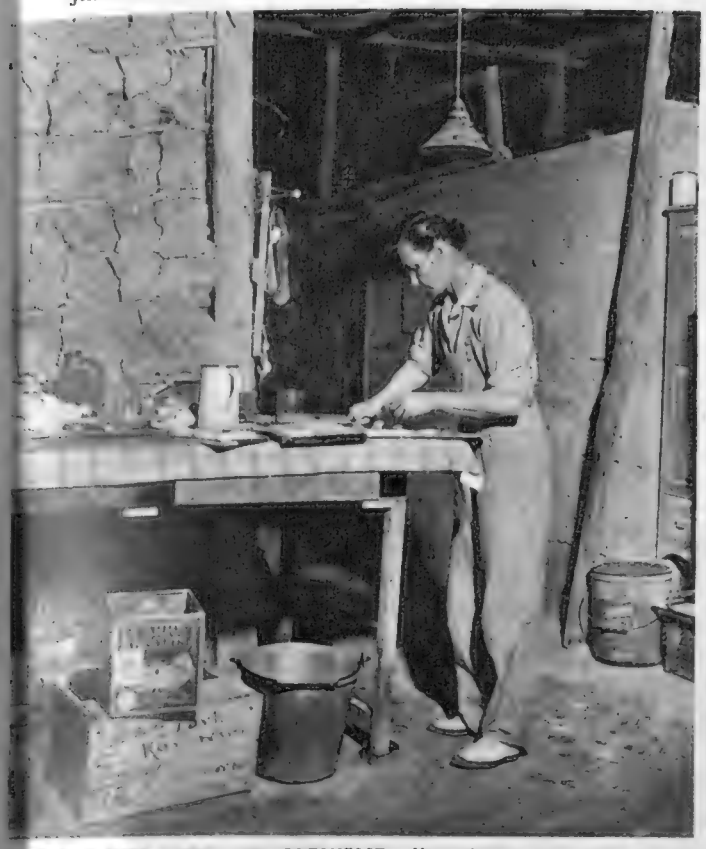
Flying by British Guiana Airways from Atki Airport, some 30 miles from Georgetown, aircraft passes over miles of undeveloped fo and then breaks out into the open savan country of the Rupununi District. Below the no evidence of an airstrip, although a tiny p thatched shelter shows the first sign of hu habitation. The plane lowers and lands beside shelter. Picturesque vaqueros lean on their h or saddled steers. A red jeep belonging to Ed McTurk contrasts strangely with this wild, prim scene. Waiting for mail, stores and unexpe guests is a tall Scot, the fourth generation of McTurks in British Guiana. He is known as T a nickname that has stuck since he was a small

Out of sight of the airfield his herd of 1,500 c are grazing. Deeper into the interior along Rupununi River he has also a large band of Am dians who bleed the balata trees for a latex us submarine cable insulation. A double wheel-t leads to a large red, ironstone clearing. This is home of the McTurks. It has an atmosphere w is a cross between a small Amerindian village an American mid-West ranch house. The gatewa supported by two tall posts. Beside the p thatched, earth-walled house is a tall windmil generating the 12-volt electric supply. A c house, a garage, and a stable, like small replic the house, are dotted about the area, shaded and there by giant mango trees. The whole ar kept free from weeds by the untiring energ Mrs. Connie McTurk, who for most of the day w khaki jeans. A hundred chickens chase her hun for corn; five dogs patter after her wherever she

A guest at the McTurks will be given cro exciting days. The day begins with the dawn "coffee"—an enormous breakfast meal. A s walk with line and arawana bait to the Rupununi River, and in the course of a few mi "Tiny" and two Amerindians will be fighting an enormous arapaima, 7 ft. long and weighing 40 the largest fresh-water scaled fish in the w Back at ten for breakfast, and out soon afte shoot caymen with a .22 rifle, or a 10-mile tri a neighbouring Amerindian village.

In the evenings, after tending the small gar which are raised 6 ft. off the ground on stilts, and guests have a quiet talk while resting in soft Indian hammocks. There are stories of the Rupununi District of twenty years ago, and then ner around the enormous ranch-house table, sittin up-turned boxes, and joined by the rangers who a after a hard day's riding across the savannah. Ev body is welcome to eat or sleep at the McTurks.

HOSTS OF THE SAVANNAH: Edward and Connie Mc have been married twenty years and have all the time in Guiana. Mr. McTurk is a shot, and often goes hunting on behalf o family. The McTurks have two girls and a

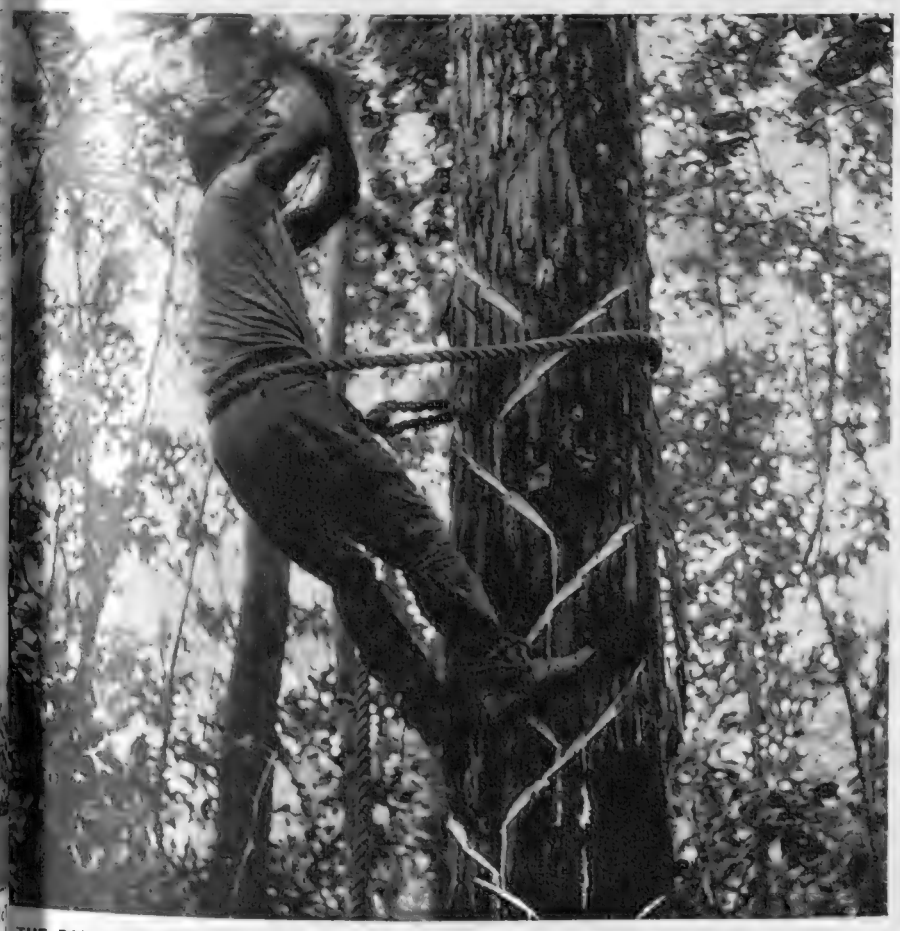


CONNIE McTURK COOKS THE BREAKFAST : Her kitchen is built of mud bricks, and the floor, swept many times a day, consists of hardened earth. The kitchen is not attached to the house

"TINY" McTURK IS THE UNOFFICIAL GUNSMITH OF THE RUPUNUNI DISTRICT : The veteran rancher is never happier than when repairing guns, sharpening axes or engaged in carpentry. He built all the buildings on the estate, put in water and electricity, and installed his own radio telephone

FISHING [illegible] THE RUPUNUNI RIVER : Amerindians on an expedition in search of the arapaima, the [illegible]rgest fresh-water scaled fish in the world. Among the smaller catches are per[illegible] fish. These have very powerful jaws and have to be handled with care

AN AMERINDIAN WOMAN LYING IN HER HAMMOCK : This woman was suffering from fever and, like most Amerindians, she does not at all readily accept the ministrations of a white doctor



THE BALATA TAPPER GOES TO WORK : A rope and a sharp knife are all that he requires for his job. The Amerindians of the savannah cut through the bark of trees in a series of feather-shaped incisions. The latex drains from one incision to the next, and finally drops into a receptacle which is placed at the base of the balata tree

A 7-FT. ARAPAIMA SAFELY LANDED : Still with the spearhead firmly embedded in its back, the great fish lies stretched out on the banks of the Rupununi River

# CAPTURED BANDITS in NAPLES and SICILY

## Giuseppe la Marca Sentenced in an Italian Court: Kidnappers Rounded-up During a New Sicilian Anti-Crime Campaign

**AN ITALIAN BANDIT "KING" IS SENT TO PRISON FOR THIRTY YEARS:** *On left*—Giuseppe la Marca, surrounded by Italian Carabinieri, waiting summons to the court while his sentence was being decided. *On right*—La Marca's counsel, Luigi Caporali, standing left, pleads for his client during the last phase of the trial. La Marca is seen standing, right centre, manacled between two Carabinieri. In the prisoners' cage sit accused bandits. La Marca was sentenced for "organising an armed band, kidnapping and abusive possession of war weapons." Twelve of his "aides" received prison sentences from two to twenty years apiece

Salvatore Giuliano, the Sicilian outlaw, has still evaded capture after being hunted by a police and troop force of approximately 5,000. Not so seven other bandits, who, in a new drive against crime by the authorities, were captured in a surprise attack on their deep den in the grottoes around the Partinico area, near Palermo. They had with them, as captive, seventeen-year-old Dario Zito, who was being held to ransom. The captured seven bandits, one of whom was a mere youth, had been terrorising the area for some time. The operation, carried out by Bandit Repression Force Command, was under the leadership of Colonel Luca. The area in which the attack was carried out is honeycombed with grottoes which provide shelter for criminals.

**CAPTURED BY THE SICILIAN POLICE DURING A NEW DRIVE AGAINST CRIME:** These seven bandits were arrested in the Partinico area, near Palermo. From left to right—Benedetto Ferrara, Ruggerro Baldassarre, Giovanni Cangemi, Ruggerro Simone, Michele Cangemi, Francesco Cangemi, and (kneeling) Antonino Cangemi, a youthful accomplice

**WHERE SICILIAN POLICE CAPTURED SEVEN BANDITS AND RESCUED A KIDNAPPED YOUTH:** The tiny entrance to the den where the bandits and their captive, seventeen-year-old Dario Zito (*inset above*) were found

**SHOOTING THEIR WAY INTO THE BANDITS' LAIR:** A Carabinieri firing a tear-gas bomb at a grotto. These grottoes offer the bandits almost perfect hiding-places from police attacks

THE NEW FACE OF THE COAL INDUSTRY—A MODEL COLLIERY RISES IN THE NO-LONGER-DEPRESSED WELSH VALLEYS: This is the modern Nantgarw Pit in the Taff Valley, South Wales. The old pit at Nantgarw was closed in 1927, but with the discovery of rich new seams, with deposits enough for 100 years, Nantgarw is going into action again and will be in full production in 1952. The tall building on the left consists of bunkers for the coking plant. In the centre is a crusher plant

Britain's Nationalised Collieries

# EXPANDING PITS and a CONTRACTING LABOUR FORCE

## How the Coal Industry Faces 1950

In 1949 the coal-miners of Britain hit their target of 214,000,000 tons of deep-mined and open-cast coal, and in the last few weeks before Christmas—the traditional bull weeks—there were some truly spectacular returns reminiscent of the Dunkirk days, when the miners played their part in saving the nation. All this has been achieved with a vastly diminished labour force. Indeed, in 1949, man-power in the coal industry of Great Britain diminished by 16,000, and this steady decline in recruitment in the post-war years is an alarming feature now confronting the Coal Board.

(Continued on following page)

THE OLD FACE OF THE COAL INDUSTRY—THE MARDY PIT, SOUTH WALES, WHICH HAS BEEN OUT OF PRODUCTION SINCE 1938: Compare this plant with the modern concrete buildings now going up at Nantgarw. Even Mardy is to have a new lease of life, however, recent research having disclosed vast seams of coal in the area, amounting in all to at least 100,000,000 tons. The pit-head equipment will no doubt be modernised as at Nantgarw

# EXPANDING PITS AND A CONTRACTI LABOUR FORCE : Britain's Nationalised Colli

(*Continued from previous page*)

Conditions of entry into the industry are pleasant enough for the young and as some of the pictures on these pages show, he has the chance of instruction before going underground. In the matter of entry into the in however, the young miners have had a considerable grievance in the p years. A "ring fence" has been put around coal-mining. In other once a youth over the age of eighteen has elected to become a miner he stick to his trade. The weakness of this ruling is that many a youngster he reaches his eighteenth birthday is by no means sure that he wishes to the rest of his days in the pits. It has been suggested that the age li raised to twenty-one. The steady expansion of the industry under nationa has been a cause for national satisfaction, and the development of new pit as that at Calverton, in the Nottinghamshire coalfield, and the opening old workings, as at Nantgarw, indicate much higher output in the years

The introduction of modern mining machinery, so long overdue, is having a marked effect in many of the British pits, and such equipment Meco Moore cutter and conveyor is creating a real revolution in condi the coal-face. Each colliery, however, has its own geological idiosyncra a cutter which works wonders in one pit may be quite unsuitable in a In British mines, seams vary vastly in width, and geological faulting no less. Tackling such conditions calls for a large measure of decentra and this perhaps is one of the great tasks confronting the newly-cen industry. Possibly the recent division of the Durham and Northum coalfields was the forerunner of other developments on the same lines.

**PACKING AT THE COAL-FACE :** Colin Simmonds, Emlyn Gwyn Jones and Norman Roberts, all three of them Monmouthshire boys, learning to build packs behind the conveyor belt in the Oakdale Colliery School in South Wales. All recruits to the mining industry now receive theoretical training and also practical training in conditions simulating as closely as possible those they will encounter at the coal-face. Classroom lectures include the study of geological conditions with special relation to the prevalence of seams

**LOADING A TRAM WITH SLAG AT THE OAKDALE COLLIERY SCHOOL :** Young miners taking part in a lesson. The gallery in which they are seen working has been rigged up to demonstrate the metho support with the use of both timber and steel arches. During this period of training the boys re

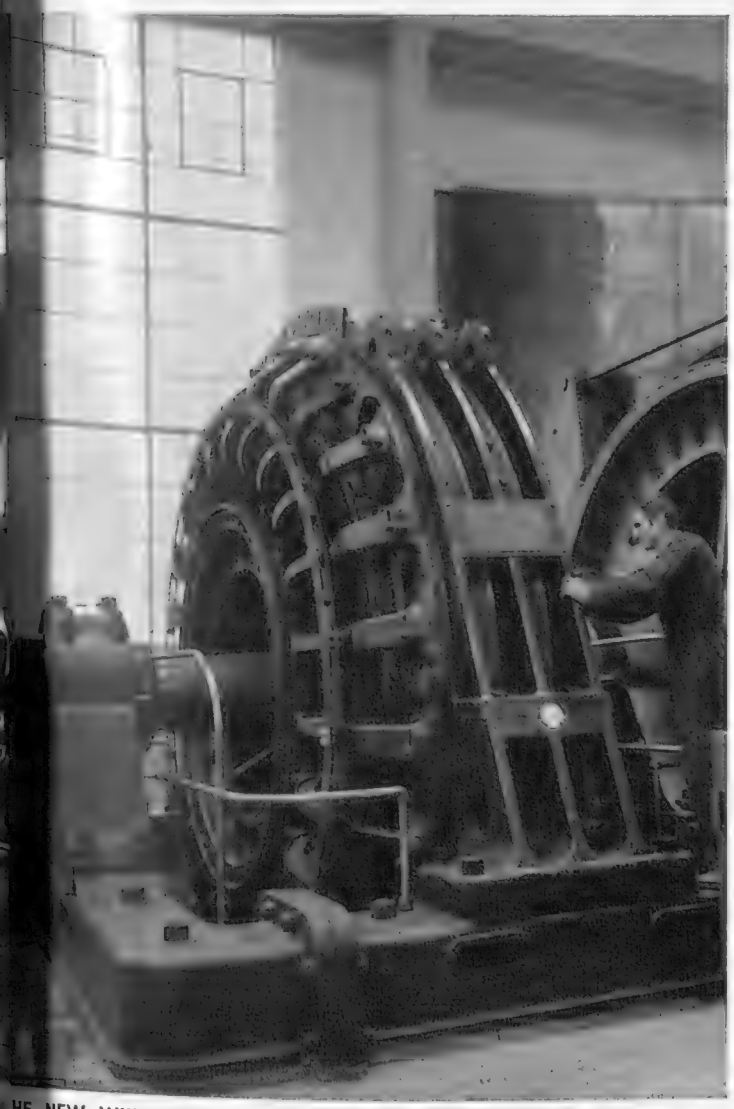
**LEARNING THE INTRICACIES OF THE CONVEYOR SYSTEM :** Gordon Bates, of Crumlin, and Fred Bimble, of Abertillery, being instructed in the intricacies of the Meco equipment by a National Coal Board instructor

**LEARNING WHAT IT IS LIKE TO OPERATE IN THE CRAMPED CONDITIONS AT THE COAL-FACE :** David Cottrell, of Pontypool, and Allen Phillips, of Coomtelling, at work at the Oakdale Colliery School. Beside them runs the conveyor which carries the coal from the coal-face at the start of its journey up from the pit

**ONE MINER WHOSE WORK IS UNENDING :** Bryn Rees, a miners' lodge secretary, engaged business in the sitting-room of his home at Llwyncelyn, South Wales. With him are and daughters. A filing cabinet in the room contains papers connected with lodge

THE VENTILATION TUNNEL AT THE MODERNISED NANTGARW COLLIERY: In the background are the old and new towers for the winding gear. The new tower is at the right. Nantgarw will be operated on the horizon mining principle, very much as practised in the Ruhr valley

THE INTERIOR OF THE WIND TUNNEL AT NANTGARW COLLIERY: In the centre are the streamlined supports which keep the airflow undisturbed. At the end of the shaft is part of the old ventilation system which did service when the pit was last open in the '30's



HE NEW WINDING GEAR IS INSTALLED AT NANTGARW: The motor of the winding drum, product of the English Electric Company (builders of the Canberra bomber). *Right*—Fitters assembling the "creeper" which will convey trams to and from the pit-head. The old method at Nantgarw was to man-handle the trams to the tip, returning them by gravity. In the background is the newly-installed winding tower. Re-equipping Nantgarw is a costly business, but when in full operation in 1952 it will be one of the most completely mechanised pits in Europe. With horizon mining great unsightly slag-heaps will not be necessary

# IN A "BETTING-SHOP" IN EIRE

## A System which, it has been Suggested, should be Adopted in Britain

THE BETS ROLL IN: Mr. Patrick Kilmartin, one of the three leading turf accountants in Dublin, often takes over behind the counter at his head office, and he is seen in this picture checking in a betting slip by the clock. Kilmartin's agency has sixty-six branches

TELECORD HOUSE, HEAD OFFICE OF THE KILMARTIN ORGANISATION IN DUBLIN: During the lunch-hour betting is very brisk with a constant stream of customers coming to place their bets. Winnings can be collected on the same afternoon as the race is run

THE KILMARTIN HEAD OFFICE AT THE HEIGHT OF BUSINESS: Typists and secretaries at work in the office on a racing afternoon. Behind the secretaries is a battery of teledictaphones which record details of all the bets made at the branch shops throughout Dublin

AFTER PLACING BETS PUNTERS CAN REMAIN IN THE OFFICE, AND WHEN THE WINNING NAMES AND PRICES ARE POSTED ON A BLACKBOARD IN THE OFFICE THE PAY-OUT STARTS IMMEDIATELY: *Left*—The entrance hall, with the Kilmartin rules posted where they can be clearly seen. *Right*—The winners line up to receive their money, a very different picture from that presented in an English city, where business is carried on surreptitiously from the passing of the slip to the pay-out

At the moment the whole question of betting in Great Britain is being considered by the Royal Commission on Lotteries, Betting and Gaming. Already the evidence has shown the futility of the street-corner betting system, with all its petty evasions. How Eire does its betting is therefore a matter of the greatest interest.

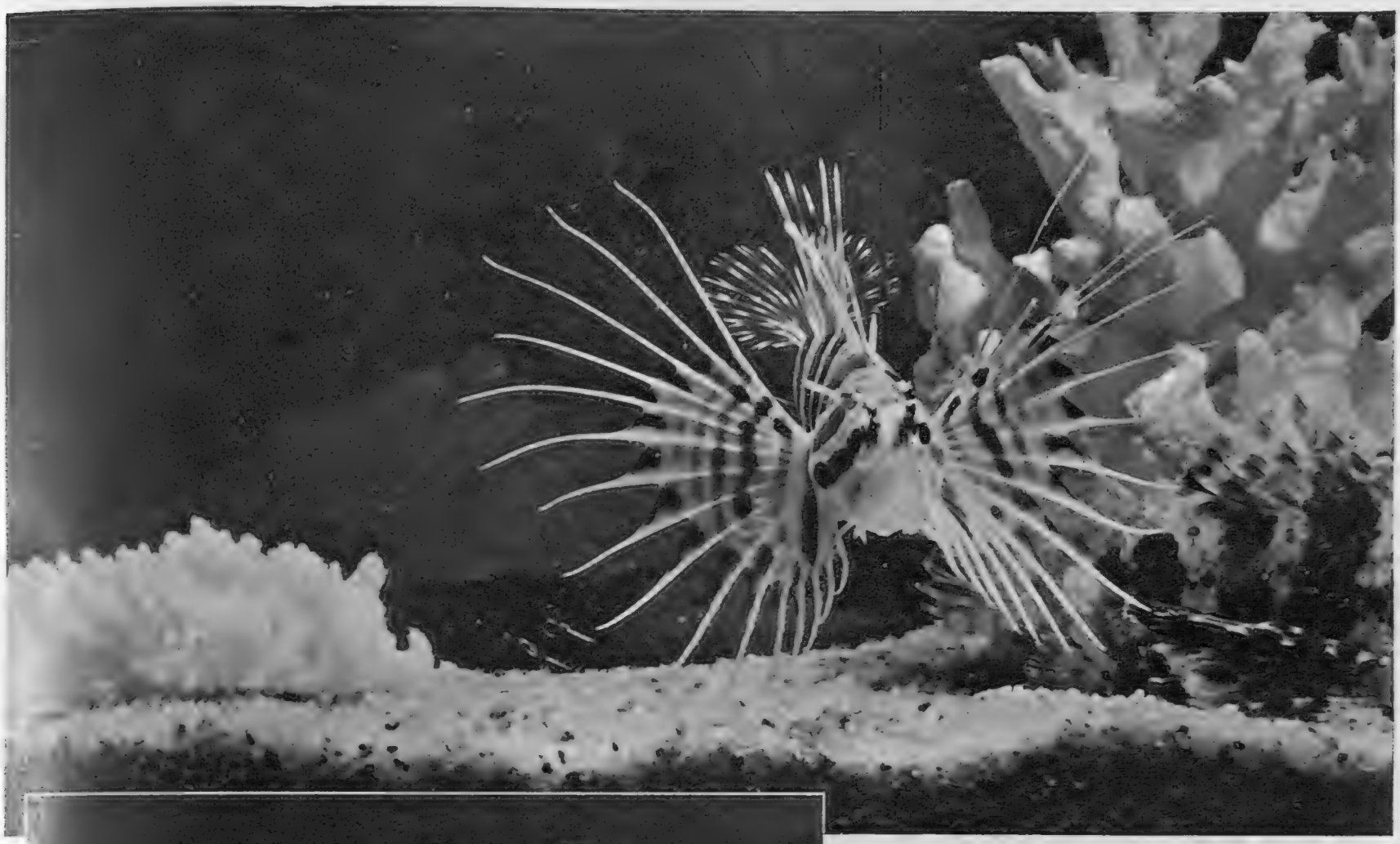
The Irishman doesn't have to worry about watching for the policeman if he wants to place a bet in public. There are no such things as runners and street-corner bookies—they are not necessary, for betting is legalised in Eire through the medium of the betting-shop. There are several hundreds in the capital alone. The State takes its share in taxation through a fixed scale of charges, published for all to see on the wall. Betting-shops are licensed, and thus a measure of control can be exercised.

The betting-shop looks something like a solicitor's office. Inside are all the sports papers available for the client to read. In the betting-room are a number of cut-away holes through which the client passes his money and makes the bet. In return he is given a receipt. In the background are the telephones and dictaphones which are in touch with the course. As soon as results are known they are put up on the big blackboards, and paying-out starts. Clients can wait in the office after making their bet, or come back to collect their winnings, if any.

More than sixty Dublin shops are owned by one man. This chain has an enormous turnover and a high reputation. The convenience of the betting-shop over the street-corner or under-the-bar slip-passing is obvious. If the betting habit is ineradicable it might seem that the Irish method has its claims.

In Britain, however, the question of gambling and taxation on gambling is not easily solved. There are too many conflicting interests at work for a quick solution. In the first place there are those who say that anything so unmoral as betting should not be a source of revenue to the State. On the other hand, the Chancellor of the Exchequer can be excused if the figure of £350,000,000 (the estimated amount spent on horse-racing in 1948) tempts him. With an additional £210,000,000 spent on greyhound betting, the inducement is even greater.

When the Royal Commission on Betting, Lotteries and Gaming finally makes its report, no doubt we shall be given a lead on this vital matter. Some measure that is both bold and imaginative is needed, but it is hard to conceive of anything that will not raise a hue and cry in one quarter or another.



BELL XI, THE AMERICAN ROCKET PLANE WHICH IS SAID TO HAVE BEEN FLOWN AT VERY NEARLY 2,000 M.P.H. AT LAKE MUROC: Shot from the under-belly of a Superfortress high above a Californian desert, this machine has apparently broken all records by a tremendous margin

THIS IS THE RARE TURKEY FISH, SO CALLED BECAUSE OF ITS COLOURING RESEMBLING TURKEY FEATHERS: This fish, which is about 3 ins. in length, was recently brought to the Steinhart Aquarium, Golden Gate Park, San Francisco, from Hawaiian waters, where its natural habitat is beneath coral reefs. The turkey fish can only be captured by a swimmer wearing a diving mask and net. The dorsal fin of this fish is extremely poisonous, and is used for its protection when threatened by an enemy

## ACCENT ON THE UNUSUAL

Three Remarkable Camera Records

THUNDERING HOOVES ON PLUMPTON'S TURF: This remarkable picture was taken during New Year racing as the field went almost together over the first hurdle in the Streat Handicap Hurdle Race. The photographer was able to take this close-up because the course bends at this point, and he was thus able to stand directly in the line of the fast-galloping field. Note the distinctly varying styles displayed by the three jockeys on the left

THE RUGGED HEIGHTS OF THE CATINACCIAN DOLOMITES WHERE DOUGLAS FAIRBANKS, GLYNIS JOHNS, AND THE OTHER MEMBERS OF THE "STATE SECRET" FILM UNIT WERE ON LOCATION: They found filming in this region a matter of immense difficulty, not only because of the constantly changing light, but morning mist often prevented an early start to camera work. Every day equipment had to be hauled up the mountainside before work could begin

A JOURNEY BY CABLE FROM THE TRENTO VALLEY: Douglas Fairbanks waving from the cabin of the cable-car as members of the film-unit journeyed to a location above the River Trento. At a later stage in the filming the company moved its headquarters from Trento to the Riffugio Violetta at a height of 8,000 ft. in the Catinaccian Dolomites

# FILM-MAKING in the DOLOMITES

## *Douglas Fairbanks Jnr. and Gl Johns Make a Picture Amid Sup Mountain Scenery*

How envied is the travelling film-star b average film-fan. He reads of film-un work on the shores of the tideless Mediterra among the olive groves of Tunisia, amid the ine loveliness of Lake Como or the palm-lined av of the luxurious Riviera resorts.

The sighs are wasted, the envy uncall Work is work, whatever the setting or backg I know. I have just been spending days i Dolomites, in the Italian Tyrol.

Ask Douglas Fairbanks, Glynis Johns, Hawkins and other members of the cast of K *State Secret*. They were glad to get back t comfort and orderliness of an English studio. deep green of the Tyrolean valleys, greener anything I have seen outside meadows in an E spring, and their toy-like villages, were a taunt than a lure. The majestic Dolomite peaks m rather than attracted the stars. Every fifty offered a new view and fantastic shapes, peak crags, castles and pinnacles, stratified rocks vertically æons ago by earthquakes, or by co of wearing-away by waterfalls.

But this was not for the players. For he no jaunt, decidedly no laze in the sun. It was hard work, day after day, stiff going reachin daily mountain locations, arduous effort o reach the Riffugio Violetta, nearly 8,000 ft.

The Violetta is where we slept. For the scene of the shooting we went even higher!

It all started—climatically—unremarkably down in the North Italian valley at Trento, the main square of the town, then a local Cas dating back to A.D. 500—and the Villa Ross the backgrounds to this tale of a couple hunt escaping from a mythical country in Eastern E

All in a day's work for a film-unit. W pleasantly hot and, at the end of each day s all the comforts and amenities of civilisation.

Then all set forth for the Catinaccio to g the Dolomites. Easier said than done, for the off to places where there are no trains, no bus roads, and not even footpaths!

And if that were not enough, there was the equipment to carry, to haul, to drag, to be somehow to forbidding mountain passes. S beginning of each day's shooting, members unit would look up and say "Impossible" end of the day they would look back with satis and exclaim "Incredible!"

Then all would look up—yes, *up* from 8,000-ft.-high Riffugio—and gaze with awe naked backbone of the Catinaccio and l ridges where they stabbed the sky, some mile ward of the ancient Tyrolean town of Bolza

Douglas Fairbanks, with Glynis Johns a others, went as far as conditions permitted i cars. Then, when a broad footpath was th route, they transferred to jeeps.

Presently the jeeps had to give up. Gilliatt, the director, his brother Leslie, pro chief, with the stars, set out for the Violetta Over 2,500 ft. more, uphill all the way. hour-and-a-half we traversed footpaths whi more foot than path, by way of boulder inclines, fields of scree even more risky, across rivulets, and escarpments half-hidden in clo

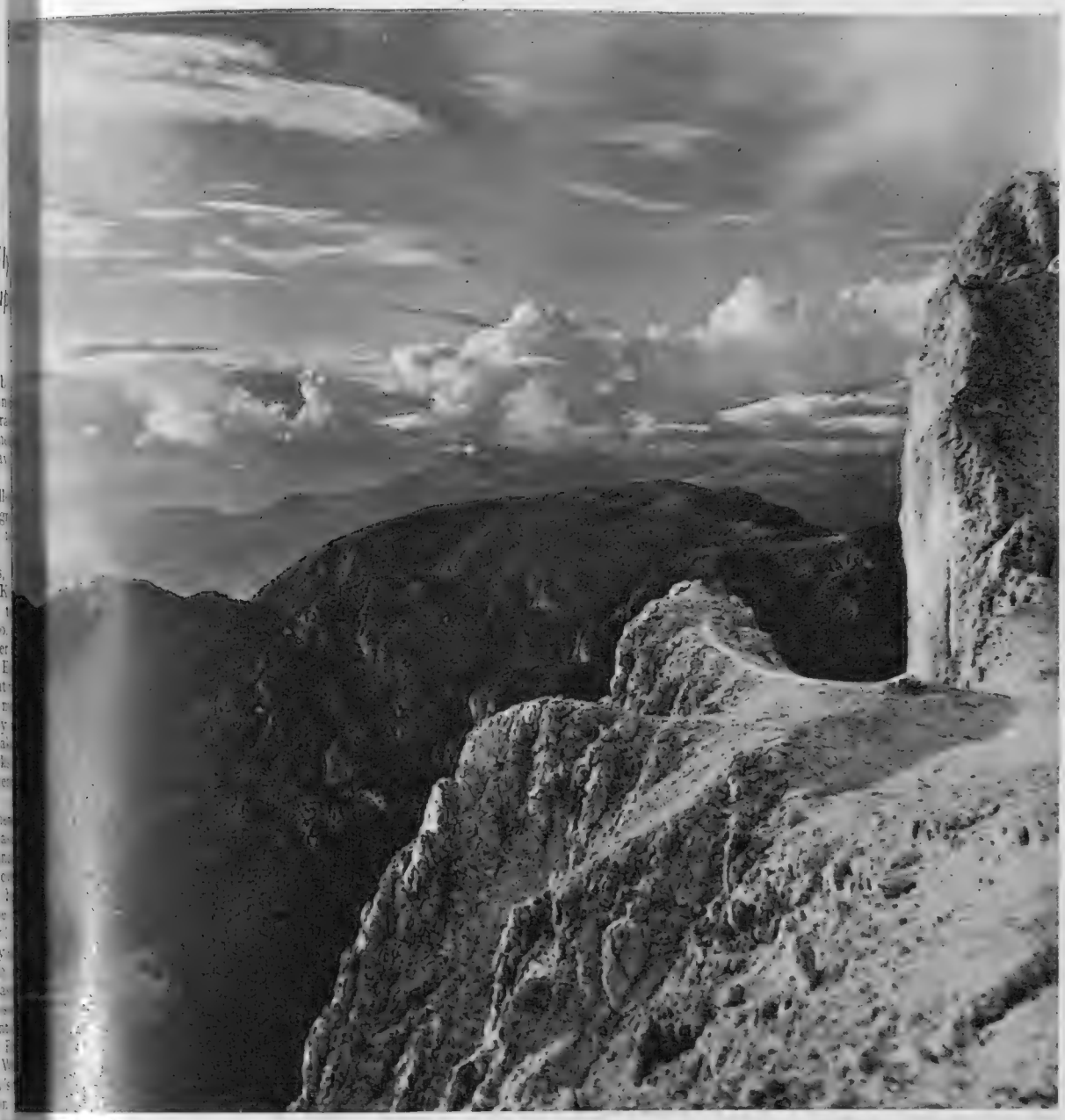
The hundred-and-one items a film-unit on has to take with it have to be hauled. Gen equipment, miles of wiring, lamps, accum switches, spare parts, costumes, oil, film, p baggage, properties, and all the production phernalia have to be brought up by porte horses, mules and donkeys. Heavy equipm had to be specially made so that it can be into portable sections.

And every day all these are taken up the tainsides for the shooting, and then brought again for the night.

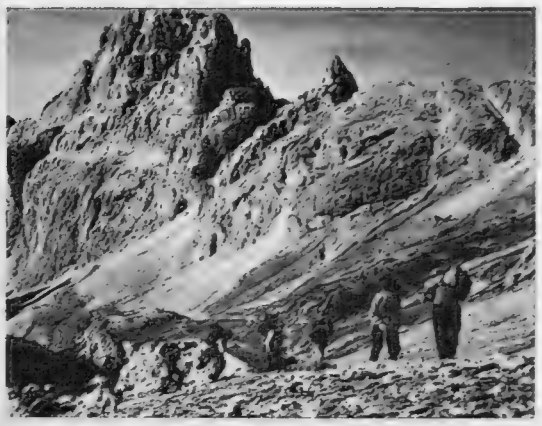
Even when the company reaches its location on a mountain-pass or cliff-edge, th as likely as not to have to wait for peak-hig to disperse. Another headache to cameram Krasker is lighting. Nowhere else can light c so swiftly, so frequently, as in the Dolomite

And what of the engineers. They 'd have up half the night until they had generated current for the next day's operations. The the Riffugio put up with loss of sleep there had not the crew put in new gas-lighting thro the building, improved its toilet facilities, stalled a shower-bath which would make the the envy of every other "Riff" in the Tyro

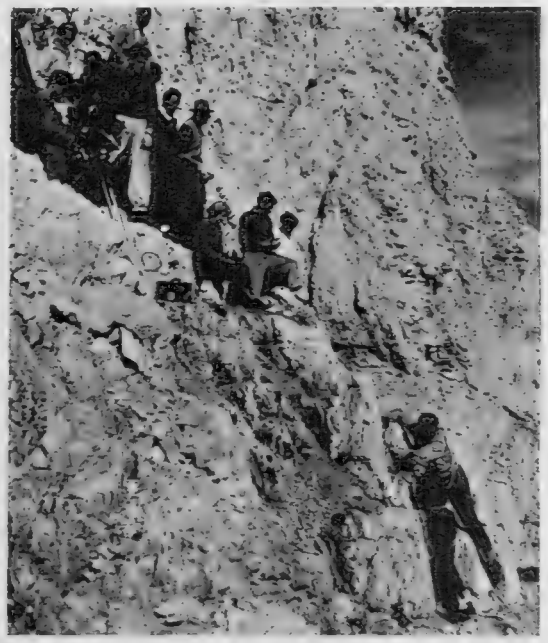
As you see, it is far from being a jaunt. were told, every one of the forty members unit was glad to be back in Shepperton studios In this part of Middlesex there is not a m in sight!



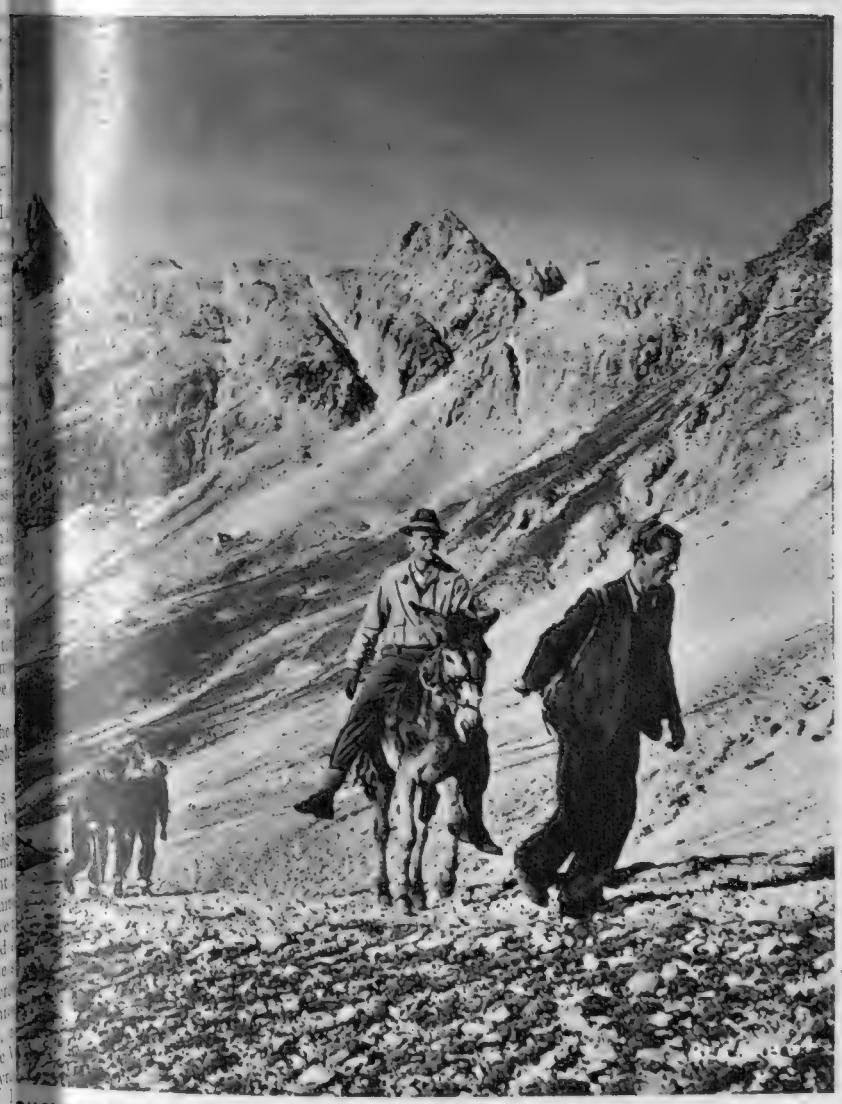
MID ... AJESTIC SOLITUDES OF THE CATINACCIAN DOLOMITES : The ever-changing co... were a source of wonder and beauty, also a cause of great annoyance to ... cameraman. The Catinaccian Dolomites lie to the east of Bolzano



LED BY THEIR GUIDE, THE MEMBERS OF THE FILM-UNIT SCALE THE TRACKLESS HEIGHTS : The film-makers en route to their location for the day's work. Hauling heavy electrical generating equipment up the mountainside was a daily problem



DOUGLAS FAIRBANKS AND GLYNIS JOHNS ON A PERILOUS STRETCH OF ROCK : The cameraman is preparing to take a shot looking downwards



DOUGLAS FAIRBANKS TAKES HIS TURN AT RIDING DONKEY-BACK UP THE MOUNTAIN-SIDE : This was the surest means of transport on the trackless heights. Part of the film has been made at Isleworth, near London, but the climbing sequences from the Dolomites will be the outstanding feature of the picture

THE RIFFUGIO VIOLETTA, WHERE THE FILM COMPANY MADE THEIR ADVANCED HEAD-QUARTERS : The Riffugio stands at a height of 8,000 ft. in the Dolomites. To make it pleasanter for the film company an improved lighting system, a shower-bath and other amenities were installed. In the foreground is one of the local pack donkeys

**SCOTT'S SLEDGE DELIVERS MAIL THROUGH THE STREETS OF LONDON: Sea Scouts of the "Discovery," dressed in Arctic kit, haul the sledge (which was actually used by Captain Scott) on a tour of London to advertise the Polar Exhibition which is being held on Scott's old "Discovery," now the property of the Boy Scouts' Association for training Sea Scouts.** The exhibition of equipment used in polar surveys was opened before Christmas by Lieut.-Commander Peter Scott, son of Captain Robert Falcon Scott, of Antarctic fame, and by John Mills, the film star who played the part of the great explorer in the film *Scott of the Antarctic*. The *Discovery* contains a permanent collection of relics connected with Scott's expeditions. The exhibition compares the methods now used in the Falkland Islands Survey with those of the national Antarctic expedition of 1901-4. It remains open until next Saturday

# FROM LONDON TO SOUTHAMPTON

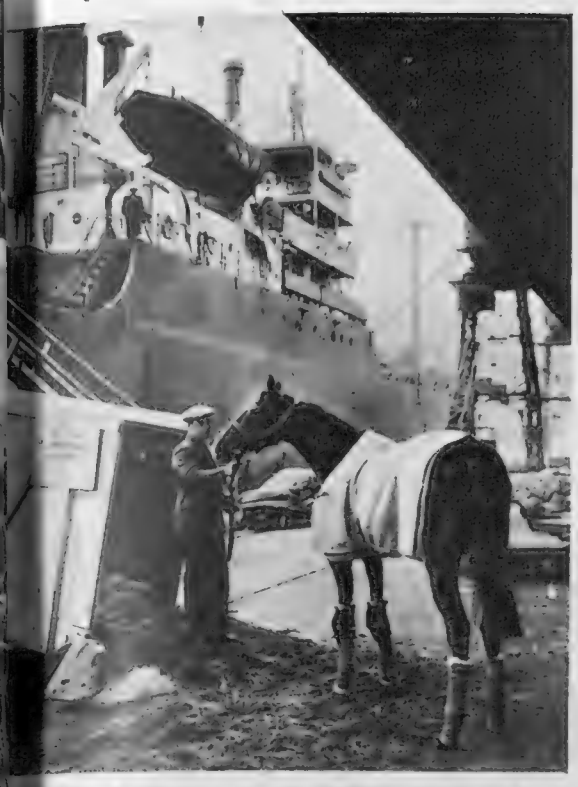
Home News from the South of England

**A CHAPEL BEHIND A PUB:** Mrs. George, wife of the ho of the Queen Victoria Hotel at Winton, near Bourne works on the roof of the chapel which she is const behind the public house as a permanent shrine to the m of the Battle of Britain pilots who were stationed in th during the war. Mrs. George started building the ch 1948, and she hopes to have it blessed on its comp She does all the work herself, and the chapel will be long and 8 ft. high. The whole of the shrine, both insi out, will be covered with fragments of blue and green pottery, and coloured beer-bottle tops form part of the ation. Mrs. George hopes to have a bell in the tiny

**DAN MASKELL WITH THE YOUNGSTERS AT MIDDLETON-ON-SEA, NEAR BOGNOR: The famous coach gives a week's training to promising young tennis players under the Tennis Association scheme.** A Wimbledon champion of the future may have been training on the Southdean Hotel courts near Bognor, where, under the eye of Dan Maskell, boys girls from all parts of Britain took part in the Lawn Tennis Association School. Seventeen boys and four girls, ranging in age from thirteen to sixteen years, took the week's int course, which included physical training, lectures and stroke practice. Afterwards, outstanding pupils were selected for further coaching. It is hoped that promising players may go reach international class standard. Dan Maskell has always taken an especial interest in young players. Dorothy Round and Fred Perry were among those who came from his "

**CHIEFS OF AIR STAFF MEET AT A CEREMONY IN LONDON:** Marshal of the Royal Air Force Lord Tedder, retiring Chief of Air Staff, and his successor, Air Chief Marshal Sir John C. Slessor, who took over the appointment on New Year's Day, attended the ceremony at the Air Council Chamber in King Charles Street, when a gold cup was presented to the Royal Air Force. The cup, presented by an anonymous donor to commemorate the part played by the R.A.F. in the Berlin Air Lift, was formally accepted by Mr. Arthur Henderson, Secretary of State for Air, and was then handed for safe keeping to Air Marshal Sir Brian E. Baker, A.O.C.-in-C., Transport Command

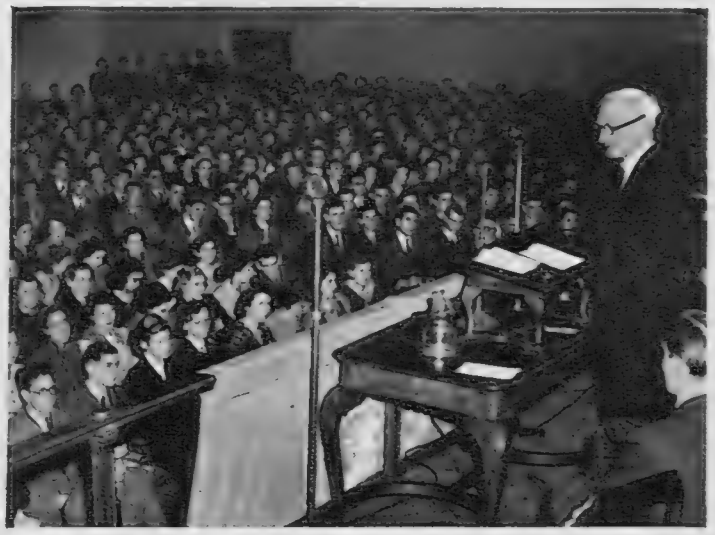
**CRICKET IN THE CLASSROOM: D. R. Wilcox, the Cambridge University and Essex County bat demonstrates a stroke to an audience, including three women, at the opening of the residential course for training cricket coaches held at Alleyn Court Preparatory S Westcliff.** The course is being run by Essex County Cricket Club in co-operation with the Council of Physical Recreation with the object of training the men and women who will coach younger generation. Instructors include Trevor Bailey, the fast bowler; Peter Bailey, and the Strudwick, who draws on his long and varied experiences to talk on wicket-keeping and



**EXPORTING RACEHORSES TO THE UNITED STATES:** *Left*—Pagan Worship, a chestnut filly, valued at £10,500, is led up the gangway of the United States liner "American Merchant" at the Royal Victoria Dock, from whence she was shipped to New York by the British Bloodstock Agency Ltd. *Right*—Nirgal, a bay-brown stallion, consigned to Coldstream Stud Inc., Lexington, Kentucky, has his feet disinfected before going aboard. Nirgal was owned by M. Boussac, who has sold a half-share in the horse. Among the other horses which went was the brood mare Hyperionetta, consigned to Mr. J. W. Haynes, Director of the United States Lines

**MOVING DAY AT SOUTHAMPTON DOCKS: Some of the furniture from the thirty-five-year-old liner "Aquitania," the last of the four-funnelled liners, whose sea-going career is now ended, is piled up on the dockside at Southampton beside the great 34,000-ton ship.** The furnishings are being stored in a dockside shed, and when all the fittings have been removed and an inventory has been drawn up, the furnishings, including hundreds of armchairs, settees, beds, thousands of curtains, 10 miles of carpets, paintings, crockery, cutlery and glassware, will be put up for public auction

**NEW AIRCRAFT FIRE TENDER WHICH CAN TRAVEL AT 45 M.P.H. IS DEMONSTRATED AT FARNBOROUGH: A crew of five operate the tender which is seen being used in a spray fire-fighting test at the Royal Aircraft Establishment.** The new 9¾-ton crash tender, claimed to be the most advanced unit of its type in the world, has been added to the Bristol Aeroplane Company's fire services. The tender, which is capable of a speed of 45 m.p.h. across open country, was built and equipped at Northolt (Middlesex) and Kingston (Surrey), to the plans of the Company's Chief Fire Officer, Mr. H. W. Pitt. Equipment includes a 300-gallon water-tank and a 100-gallon foam tank, supplying a pump. Under test by Air Ministry officials, this pump, which can be used for manufacturing foam, or as a straight water-pump, has thrown jets of foam 60 ft. at a rate of 2,222 gallons a minute. The special crawler gears with which the tender is fitted enable it to plough its way over boggy ground, while a "bull-dozer" bar, built into the nose, allows it to crash through hedges or fences



**LORD BEVERIDGE ADDRESSES "TO-MORROW'S CITIZENS" AT THE CENTRAL HALL, WESTMINSTER:** Lord Beveridge had a large audience of young people for his talk on the subject "What is Democracy?" at the opening of the four-day Conference for To-morrow's Citizens at the Central Hall, Westminster. The conference comprised a series of lectures and discussions attended by 2,700 boys and girls whose ages ranged from sixteen to nineteen years. They had come from all over Great Britain. The conference had been arranged by the Council for Education in World Citizenship

**SOVIET MONITORING STATION UNDER ORDERS TO MOVE: The Soviet News Agency, Tass, has been using No. 13, Oakleigh Park North, Whetstone, Middlesex, as a radio monitoring station. Residents of Whetstone have protested to their local council and, as a result of their objections, the Tass Agency must cease using the house for monitoring after June 30**

**SOUTHAMPTON'S LAST TRAM: The last car, a No. 9, passes the Bar Gate decorated with flags and bunting.** Crowds of people jammed into the highly-illuminated and decorated vehicle—the last of Southampton's trams—when it made its final trip. On the first day of the New Year the old tramway system was replaced by a new bus service, and to mark the occasion, this decorated tram ran all day between Shirley and the Floating Bridge on the last day of the old year. A special ticket was also issued. It was a pre-war ticket, overprinted in red "This ticket was issued on the last day of the tramways, December 31, 1949." As the last tram pulled into the depot, its driver, sixty-year-old motorman Wrixon, was due to retire after forty-one years' service

# CRAWLEY TAKES SHAPE

## The Rising Sussex Satellite Town which is to be Visited by Princess Elizabeth on January 25

**CRAWLEY NEW TOWN ON PAPER—ONE OF THE NEW SATELLITE TOWNS IN THE SOUTH OF ENGLAND:** The Chief Engineer on the work, Mr. A. J. W. McIntosh (seated), and his senior, Mr. W. Milne, examine plans for the proposed Civic Square of the town which will eventually accommodate about 50,000 people from the London area

**PLANNING THE CRAWLEY THAT IS TO BE: Planners at work on further proposals of the new town. Princess Elizabeth is to visit the Sussex satellite town later this month**

On January 25, Princess Elizabeth is to visit the new satellite town of Crawley-Three Bridges, to see the progress of work in fitting this site for accommodating some of the 400,000 Londoners from vastly-populated areas. Already key workers are installed in houses, and progress is being made on further accommodation for others employed on the initial stages of building. The first residential site is to have 482 houses and flats. There will be nine neighbourhood units each to accommodate from 4,000 to 7,600 people. Each unit will have a community centre, church, school, shops and inns grouped round a green. In certain cases old buildings are being preserved.

**SOME OF THE FIRST HOUSES TO BE COMPLETED: They are at Small Mead, and are to be used for housing the first key workers. Later, 139 houses will accommodate all those engaged on the pilot scheme of construction. Crawley, it is explained, is to be a self-sufficient town of its own**

**ONE OF THE NINE RESIDENTIAL NEIGHBOURHOOD UNITS OF THE NEW SATELLITE TOWN OF CRAWLEY: West Green during the course of construction. This unit was the first to receive residents**

**PREPARING THE WAY FOR 50,000 PEOPLE IN THE SUSSEX COUNTRYSIDE: A view of Tashmore Lane, where work on the main trunk sewer for the new accommodation area is nearly finished. The town will eventually cover 6,000 acres**

**WHERE THE INDUSTRIAL AREA OF CRAWLEY IS TO BE LOCATED: A wide open road located to the north of the town, where factory sites will provide work for 8,500 workers. To the south will lie the main shopping streets**

THE CAMBRIDGESHIRE HUNT PONY CLUB MEET AT MADINGLEY : The field gathered outside The Three Horseshoes, a picturesque thatched inn. This is the season of pony club meets, when the young entry are given a special opportunity to try their paces in the hunting-field, and if Will Ogilvie's poem on the Christmas fox, with masks, brushes and pads for every girl and boy, does not exactly come true, it is at least interpreted in spirit, as older members of the hunt co-operate in making things pleasant for the youthful followers. Most young riders to-day are girls, and, indeed, this feminine ascendancy is apparent in nearly every pony club in the country

# THE YOUNG ENTRY IN THE SADDLE

## Christmas-Holiday Meets in the Provinces

THE SILVERTON HUNT PONY CLUB MEET AT COWLEY PLACE, EXETER : This unusual view of the meet was taken from the roof of Cowley Place

PRELUDE TO THE HUNT : Young followers of the Silverton taking tea at the meet at Cowley Place before moving off to draw the first covert. It was not a particularly large gathering, but one in the best spirit

THE HOUNDS MOVE OFF TO DRAW THE FIRST COVERT FROM THE VILLAGE OF FINDON : Members of the Crawley and Horsham Pony Club gathered in force for this meet, a large contingent coming from the riding schools in the Worthing district. In the background can be seen the South Downs, where many gorse coverts have been destroyed

**ONE OF THE GLORIES OF FLORENCE: The Duomo, or Cathedral, of Santa Maria del Fiore. On the right is the vast dome built by Filippo Brunelleschi, and above it the lantern, the work of the same architect. On the left is Giotto's Tower. The news that the lantern of the Duomo was in a dangerous state became known when Professor d'Ossat, the Italian Director-General of Antiquities and Fine Arts, went to Florence to receive reports and make an on-the-spot inspection. He has advised immediate measures of preservation**

# DANGER TO THE DUOMO

## THE LANTERN ABOVE THE VAST DOME IS IN URGENT NEED OF STRENGTHENING

Florence, where the fine arts attained their zenith, a city of towers and palaces with great profusion of treasures of art such as no other city possesses within such narrow limits, can almost be regarded as an international heritage, hence the concern that has been expressed for the safety of the Duomo lantern. Florence survived the war with her treasures more or less intact, despite the fact that it was shelled by the retreating Germans in 1944. This shelling may, indeed, be a root cause of the present weaknesses which have been discovered in the Cathedral. Both the 292-ft. campanile, and the famous Baptistry are said to be unsound, and at any time now a full report is expected. The Cathedral was begun in 1294. The first architect was Arnolfo di Cambio, who was succeeded in turn by Giotto and Pisano. In 1366 a commission of twenty-four architects met to decide the form of the choir and the dome, and it was their plan which was eventually entrusted to Brunelleschi.

**THE BAPTISTRY AND THE GREAT DOME OF THE DUOMO: These two views of the shrine were taken from the west. That on the right shows the dome in some detail and the lantern surmounting it. It was on August 19, 1418, that a public competition was announced for the technical execution of the dome. In spite of the jealousy of rivals and the doubts of the cognoscenti, Filippo Brunelleschi secured the contract, and the construction of the cupola took him fourteen years. The Cathedral was finally consecrated in 1436, but the lantern surmounting the dome, which is now in danger, was not completed until 1461**

**...Y QUEEN OF SCOTS' STATUE HAS A WASH ...ND POLISH :** The only statue of the Scottish Queen in London stands in its niche above a chemist's shop at 143-4, Fleet Street, and has not been cleaned for seventy-five years. The owner of the building bought it so that he might add the statue to his collection, but he later decided to leave it in its present situation for the benefit of London Scots

# CLEANING UP LONDON

## Repainting, Restoring and Rebuilding in the City and the West End

**REDECORATING LONDONDERRY HOUSE :** The residence of the Marquis of Londonderry at the corner of Park Lane and Hertford Street was famed for its brilliant parties before the war, and especially for the great receptions which were given on the occasions of the opening of Parliament. Since then, social activities have been very much restricted, and it is now receiving its first coat of paint for several years. The mansion was built in 1850 on the site of Holderness House, which had belonged to the Earl of Holderness

**...OR A WINE-HOUSE :** Many objections were raised when the public ...quiry into the application of the Common Council for the confirmation ... an Order authorising the compulsory purchase of the devastated lands ...st of St. Paul's Cathedral was heard. Mr. Dunbar Van Oss, for Short's ...d., said that Short's Wine Lodge was the oldest wine-house in the ...ty of London and carried on the tradition of the Cathedral coffee-house. ...hort's Ltd.'s lease of the property gave them perpetual right of ...newal, which had become a 2,000-year lease under the Act of 1899

**ST. COLUMBA'S CHURCH OF SCOTLAND IN PONT STREET, WHICH IS TO BE REBUILT AT A COST OF £150,000 :** The rebuilding of St. Columba's Church of Scotland, Pont Street, London, wrecked by enemy action in May 1941, is to start shortly. A licence for work costing £70,000 has been issued by the Ministry of Works. The licence will cover the demolition of the old church and two adjacent buildings, the laying of foundations and the completion of the lower portion of the new building. The foundation-stone will be laid by the Queen, as Colonel-in-Chief of the London Scottish Regiment, of which St. Columba's is the parent church. It was built in 1883. The Rev. Dr. R. F. V. Scott, Minister of St. Columba's, has stated that the new church will cost about £150,000, of which £130,000 has already been raised

**CLEANING UP THE ROYAL OPERA ARCADE : The famous arcade, known to Victorians as "Fops' Walk," is part of the site acquired by the New Zealand Government and upon which the new New Zealand House, on the lines of South Africa House, Canada House and Australia House, will be built. A sum approaching £500,000 is said to have been paid for the leases of the Carlton Hotel, His Majesty's Theatre, and the Royal Opera Arcade, occupying an area of more than one acre between Pall Mall, Haymarket and King Charles II Street.** Work on the new building is not likely to begin for some years, but, in any case, Royal Opera Arcade will be left intact and incorporated in the design. The vaulted ceiling has now been repainted and the gas lamps put in order by the new landlords. The arcade joins King Charles II Street and Pall Mall, which was the first street in the world to be lighted by gas. A German named Winsor erected an experimental row of lamps along the colonnade in front of Carlton House (where Waterloo Place is located now) in 1807. In 1809-10 a portion of the street was permanently lighted with the new invention. It is just a year since Mr. Jordan, the High Commissioner for New Zealand, signed the documents transferring the Carlton leases to the possession of the New Zealand Government

**PREPARATIONS ARE MADE AT DAWN TO FLOAT THE CENTRE SPAN INTO POSITION:** Mr. H. W. Stevens, the General Manager of Nyasaland Railways, and Mr. G. Hadlow, of the Nyasaland Executive Council, watching operations at the bridge site on the Shiré River as workers arrived by boat to float the centre span of the new bridge into position. With the completion of the bridge an early resumption of direct through traffic between Nyasaland and the port of Beira becomes possible. This was interrupted in March 1948, when the old bridge was swept away in the floods, and by the pressure of sudd brought down the river

# NYASALAND'S NE RAILWAY BRIDG

## *Over the Swift-flowing Chiromo*

Spanning the Shiré River (pronounced Shi up which Dr. Livingstone voyaged in discover Lake Nyasa, the new bridge of the land Railways is nearing completion and open to rail traffic next week. It stands at C in the southern tip of Nyasaland, 70 m the line from the longest railway bridge world, the Lower Zambesi Bridge, 3,451 Alongside of it can be seen the remains of bridge which was destroyed by high floo the pressure of masses of sudd brought do river in March 1948.

The destruction of this vital link with coast was a serious threat to the import and traffic of Nyasaland, and by June of 1948 the party of the bridge-building contractors was site. In the meantime, however, ingenu energy had established a train ferry across th pontoons powered by stern-wheel river st This service has the record of having mov wagons and 72,130 tons of goods over th into Nyasaland,

The new bridge, built at Darlingto dismantled and shipped to Beira in June to was then brought by rail to the site at Chir re-erected, and on November 7 the great centre span was floated across the swift-flow sudd-laden main stream of the river, to join span already built on the south bank.

The launching of this great steel span was engineering work in itself, but it was nothi of a marvel to the crowds of Europeans, Ind hundreds of Africans who had gathered at t of-the-way spot to see it done. Smoothly t toons carrying the end of the span were across the river. In just over half an h spans were joined.

The Africans, from villages in the bush had a special interest in this engineering fe severe drought at the beginning of 1949 h tated their crops, and the fate of the next was uppermost in their minds. The old men, to be wise but steeped in superstition, had them of the drought of the 1921-22 wet sea the original bridge was being built. The they said, had shut off the rain to enable build the bridge. The next serious drought 1949 when the preparations for building bridge were begun. According to local bel would be no normal rains until the bridge w And now, at a most propitious time at the b of the rains the river was again spanned wiseacres nodded with satisfaction and would be good rains this year, and the peop be rewarded for their work in their garde

Some of the more enlightened scoffed at old men. They knew that building a br nothing to do with the weather, and the with assurance. Their assurance was short just after lunch the heavens opened and he drenched everyone.

**THE CENTRE SPAN OF THE CHIROMO BRIDGE IS READY TO BE LET DOWN ON TO THE STAGING ON THE PONTOONS:** On the completion of this delicate operation the engineers then set about drawing the bridge across the swift-flowing Shiré River to link up with the south-approach span. The manœuvre went without a hitch. It was watched by vast crowds of Indians and Africans, also a large number of European residents

**KEEPING THE RIVER CLEAR WHILE VITAL ENGINEERING OPERATIONS WERE GOING ON DOWNSTREAM:** In an endeavour to divert the floating masses of sudd away from the pontoons and the cables, this stern-wheel steamer of the Trans-Zambesi Railways was moored above the bridge site to deflect floating debris. Stern-wheelers play a large part in transport on the Shiré

**THE PONTOONS TAKE THE WEIGHT OF THE GREAT CENTRAL SPAN:** The span has been on to the staging and the next task is to move the pontoons into midstream creating the link-up between the central span and the approach span already in

THE SPAN HAS BEEN LAUNCHED ON TO THE SWIFT-FLOWING WATERS OF THE SHIRÉ RIVER: When this picture was taken the winches were beginning to operate and the span was gradually approaching the pier near the south bank, where it was to be tied down. Faintly discernible on the top girder of the central span is an engineer of the Cleveland Bridge-building Company, who is directing operations, his signals being clearly observed by the men operating the winches. The link-up was entirely successful and, if all goes according to schedule, the bridge will be opened to traffic next week by the Governor of Nyasaland

A PERFEC JOIN—THE CENTRE SECTION OF THE GREAT BRIDGE FITS SNUG INTO THE SOUTH BANK SPAN: With such exactitude was the operation carried through that the four projecting buffers met precisely as they were intended to. *On right*—The General Manager of the Nyasaland Railways taking a picture of the crowd which came up to watch the central span being floated into position

NYASALAND'S RAIL LINK WITH THE SEA IS NEARLY COMPLETE: Here the central span is seen in position and another major engineering feat has been accomplished without mishap. On the left is one of the stern-wheel steamers which have ferried railway wagons across the river with regularity ever since the spring of 1948, when the floods washed away the old bridge. The valley of the Shiré River is considered by geologists to form the southern commencement of the Great African Rift valley

*The World of Books*—By VERNON FANE

# THE NEW YEAR BRINGS NOTABLE NOVELS

*"The Track of the Cat," a Book Adventurous Both Spiritually and Physically*

THE New Year has opened with a handful of novels as promising as the spirit of January, and at least one of them far more rewarding. This is THE TRACK OF THE CAT (Gollancz. 10s. 6d.), a story so exciting in every sense of the word; so adventurous physically and spiritually, so stimulating and so gripping that bedtimes must come and go unnoticed until one has finished reading it. Briefly, the scene is a ranch in the Sierra Nevadas during a few days of the first autumn snows, about fifty years ago. The snows are important, but the period is not, except for the extra isolation it used to impose. For Mr. Walter van Tilburg Clark's novel, in spite of the dramatic nature of its setting, is mainly one of character, of men's haunting dreams, and of human forces no less vital for being malevolent. This is a terrific book.

GENTIAN HILL (Hodder and Stoughton. 12s. 6d.) is a radically different proposition, not comparable with the last book I mentioned, and all the easier to discuss for that, since it is neither in the same class nor the same genre and will, quite possibly, not touch the same reading public. Miss Elizabeth Goudge has written a tale of the Devon countryside so romantic and heavily dependent on coincidence, that one must either quibble and leave it half-read, or cease to quibble and enjoy it as one might a too-rich Devon tea followed by tales of "piskies." To give you some idea of the weight and glitter of its warp and woof (this kind of thing must be catching), the Battle of Trafalgar is an incident in the story, as is the French Revolution, the horrors of Newgate Gaol, and the upbringing of a lovely, high-born waif, who turns out to be the daughter of the Abbé of the local Abbey, a pretty high-born fellow himself, who chose a semi-cloistered life after the death of his wife. Nobody, even in the throes of New Year dyspepsia, could deny that this was value for money.

Mr. Claude Houghton has the unusual ability of creating not only original characters, but an original kind of world for them to live in. He, too, has some acquaintance with that arm of coincidence, but he takes hold of it, as it were, in a different way. BIRTHMARK (Collins. 9s. 6d.) is a story of contemporary times, but of no contemporaries that I have ever come across. They are Mr. Houghton's own creations, more sensitive, more withdrawn, more self-engrossed, and sometimes more inexplicable than the people amongst whom we move in our daily lives. Nevertheless, they are far from negligible, and here is an author who is able to impose his own terms of rationality and irrationality on the reader, in most cases without a sign of protest. That in itself is a feat, and the humanity and occasional but delightful flashes of humour make this, as every book of Mr. Houghton's, an event.

LAURA'S BISHOP (Methuen. 9s. 6d.) is a charming novel, one to add to the long, long list of works by George A. Birmingham, who remains after many decades of writing one of the most genial of literary craftsmen. The prelate in question is an amiable creature possessed of a private income, considerable modesty and a dash of slyness. His young acquaintance, Laura, is the daughter of a local squire, and herself possessed of as much authority as is good for her, and vast quantities of energy. It is her constant irruptions into the bishop's otherwise peaceful life that form the basis for the slightly spasmodic plot, and which give the book its humour and liveliness.

Another book that is happy in tone comes from Miss Oriel Malet, who has a rare and delicate gift for writing about young people and their private worlds of fantasy in a sympathetic and unwhimsical way. THE GREEN LEAVES OF SUMMER (Faber. 10s. 6d.) has a big London house, lately turned into flats, as its background, and an establishment called the Academy of Dramatic Art and Ballet for the focal point of its young people's ambitions. It is both tender and light-hearted as a story, and I recommend it to you as cheerful reading.

Miss Doreen Wallace's HOW LITTLE WE KNOW (Collins. 8s. 6d.) has humour, too, but it is savagely over-balanced by a brutal and tragic ending. The carefully rendered setting of the Cumberland fells and the more familiar setting of the servantless houses are excellently done, and with the pawky spirit we expect from this writer; a satiric sense that is both feminine and adult. But the horror of the ending, far from seeming an inevitable conclusion to the developing story, only strikes the reader as a shock.

**BRONCO CHARLIE IS 100 YEARS OLD: Mr. Julius Mortimer Miller, who celebrated his centenary on January 1, 1950.** Bronco Charlie, who knew General Custer and Annie Oakley, exchanged shots with the notorious James Brothers and was a crony of Buffalo Bill, was born in a covered waggon high in the Sierra Nevadas, an Indian squaw acting as midwife. When he began his career of adventure at the age of 11½ he was the youngest rider in the Pony Express. At one time he carried the United States Mail over the 170-mile route from Carson City, Nevada, to Sacramento, California, riding from dawn to dark and changing horses eighteen times en route. Skirmishes with Red Indians were fairly frequent

In the world of letters and biographies, three remarkable women claim our attention this week. The first is Charlotte Haldane, herself a writer and journalist. TRUTH WILL OUT (Weidenfeld and Nicolson. 12s. 6d.) is Mrs. Haldane's autobiography, written with a frankness that verges on the breezy, and having as its point of greatest interest, her own association with the Communist Party, her overt and under-cover work for them during the war, and the reasons which finally made her break with them in 1943.

JANE WELSH CARLYLE: A New Selection of her Letters (Gollancz. 21s.), reminds us once more of the indomitable, and often amusing wife of one of the sourest sages that even the nineteenth century produced. Theirs was mutually a marriage of love, but that seems to have had little effect on Carlyle's moods of bilious despair, or on his devotion to the rich Lady Ashburton. Mrs. Carlyle's letters, though, are a delight to read, in their witty observation, their good temper, and their welcome flashes of spirit. In all things, indeed, except the pitiful descriptions of the pain she suffered during the later years of her life, most of which seems to have been caused by a particularly vicious type of neuralgia. But the letters, all in all, are inimitable, and well edited by Mrs. Trudy Bliss.

The letters and diaries of CAROLINE CLIVE (Bodley Head. 12s. 6d.) do not compare with Mrs. Carlyle's, nor is that to be expected, but they do give a clear and well-rounded picture of life in mid-Victorian England, as it was lived by the well-to-do, the upper middle class. The fact that the first reaction to the picture is one of boredom helps to stamp it with authenticity, too. Much of that life *was* boring, and in reading of its day-by-day succession of little events, told in detail with more candour than wit, one gets the impression almost too distinctly.

With perfect timeliness in this holiday season, two books on the English theatre have been published. The first, which is to say the one of most immediate interest, is by the distinguished dramatic critic Mr. A. E. Wilson, and is THE STORY OF PANTOMIME (Home and van Thal. 8s. 6d.). This is an enchanting volume, particularly if one is old enough to remember those pantomimes that started at about one-thirty—or lunch-time, and ended at about six o'clock—or supper-time. In those days, I suppose, everyone in the world of pantomime, including the childish audience, had more vitality than they have nowadays. Mr. Wilson writes with the necessary enthusiasm and affection of the art of pantomime, and also with the necessary authority. His book is well documented.

THEATRE TAPESTRY (Jarrolds. 21s.) is a more ambitious undertaking, by Mr. Henry Gibbs, and is in some sort a panorama of the British theatre from the year A.D. 45 to our present year of grace. Playwrights, actors, managers and patrons figure in its lively pages, the great majority of them English, but all of them relevant, indeed devoted to the subject in hand. This is a book for the true playgoer.

In his Victorian parody, PURGATORY REVISITED (Skeffington. 12s. 6d.), it is evident that the author, Lord Holden, has had great fun in calling on his own erudition, and in devising situations to illustrate it. His theme is a recent and imaginary visit to Purgatory, during which he makes the acquaintance of forty-eight well-known Victorians, all of whom, in the author's view, are suffering the meetest forms of expiation in "the ante-room of Heaven." In his chosen group, to give you some idea of his choice, are Browning, the Duke of Wellington, Dr. Arnold and Cardinal Manning.

## KEATS AND FANNY BRAWNE

The Poet with his Head in the Clouds; the Girl with her Feet Firmly Planted on the Ground

John Keats remains an utterly baffling figure among our major poets—as baffling, indeed, as Shakespeare, but in a very different way. Shakespeare emerges through his writings as more than a man, one who ran the gamut of all the emotions, robust in his enjoyment of all the sensations of living. Keats, in his letters, is often seen as less than a man, and in his love-making and his suffering "the piteous outcries of his wailing" make far from elevating reading. If that aspect be wholly true—and there was a whole generation who deemed it so—it is little wonder that Keats s beloved Fanny Brawne thought it a mistaken kindness to revive the memory of him—a memory, she thought, which was best consigned to a complete and compassionate oblivion. To-day more discerning judgments prevail regarding the character of the great poet, and John Middleton Murry's THE MYSTERY OF KEATS (Peter Nevill. 12s. 6d.) puts before the reader some important new estimates. Keats's loftiness of purpose, which excited the affection and admiration of Shelley, Hunt and Severn, are not forgotten; the pugnacious schoolboy, who became an ailing man, is also not lost to view. Mr. Murry traces the effect on Keats of his passion for Fanny Brawne, "the beautiful, the elegant, the graceful, the silky, the fashionable and the strange." He has revised his original rather antagonistic opinion of that curiously self-possessed young lady who so took possession of Keats's heart, but who hid her deep emotion beneath a rigid self-control. That she shrank from the odium of being associated with Keats for the rest of her life is readily understandable when it is realised how violent were Keats's traducers, how low his moral reputation stood in the years immediately following his death. If Keats had his head in the clouds, at all times Fanny Brawne had her feet planted firmly on the ground, and her practicality of outlook will always rise up against those who would sentimentalise unduly over her youthful romance. In delineating her character afresh, Mr. Murry makes a vital contribution to our knowledge of Keats himself. One thing is quite certain; that the sufferings of the tortured, sensitive poet, the deep agonies of mind, the pain of separation, belonged to a world which Fanny Brawne could not begin to comprehend. If she had lived in the twentieth century Fanny would probably have been inclined to label Keats's outpourings as "sentimental bosh"; as it was, she married a Mr. Lindo, one of the Secretaries of the Great Exhibition of 1851, and no doubt enjoyed to the full the aura of respectability which her husband's position conferred upon the home.

Inspired, as she admits, by Arthur Vincent's *Twelve Bad Women*, which made its appearance towards the end of the last century, Elizabeth Jenkins has now written SIX CRIMINAL WOMEN (Sampson Low. 10s. 6d.). She has chosen a lively lot, starting with that rapacious harpy, Alice Perrers, mistress of Edward III, who robbed the King even of the rings on his fingers as he lay dying. Lady Essex, "a juvenile delinquent with a savage case history," who was mistress of James I, and Sarah Leverson, who ran a beauty parlour in the 1860's and was one of the earliest exploiters of the cosmetic racket, also have a place among the guilty six. A companion volume, but not dealing essentially with feminine criminality, is Norah Lofts' WOMEN IN THE OLD TESTAMENT (Sampson Low. 10s. 6d.). These twenty psychological studies, freed from the half-legendary setting of the Bible and set against the historical and political background of the day, come to life in rare fashion. Potiphar's wife, the Witch of En-dor, Delilah and Jezebel are among the wicked ones in the list, while Ruth, Rachel and Sarah are only slightly less interesting by reason of their virtue.

Cecil Beaton, that gifted photographer with a keen delight in decor, acquired before the war a fifteen-year lease of Ashcombe House, in the Wiltshire Downs. From a derelict state he converted it into an idyllic home, where he numbered among his guests Augustus John, the late Rex Whistler, and many a kindred spirit. In ASHCOMBE (Batsford. 15s.). Mr. Beaton tells in word and pictures the story of his great conversion project, and there is not a house-lover who will not follow him every moment of the way, and who will not feel a pang of regret when that lease comes to an end and the author takes a last glance at his home upon which he had lavished so much talent, joyous enthusiasm, and hard work.

An interesting new travel book is Horace Leaf's ICELAND YESTERDAY AND TO-DAY (Allen and Unwin. 15s.). It is a piece of first-rate reporting by an experienced traveller, and some admirable photographs adorn and amplify the text. Many will be surprised by the extent of modern Reykjavik.

Two technical works for the country lover are THE GRAPE VINE IN ENGLAND (Bodley Head. 16s.), by Edward Hyams, and PONDS AND FISH CULTURE FOR PLEASURE OR PROFIT (Faber and Faber. 18s.), by C. B. Hall. Mr. Hyams, who firmly holds to the view that vineyards can be successfully established in England, bases his belief on personal experience gained in Surrey and Kent.

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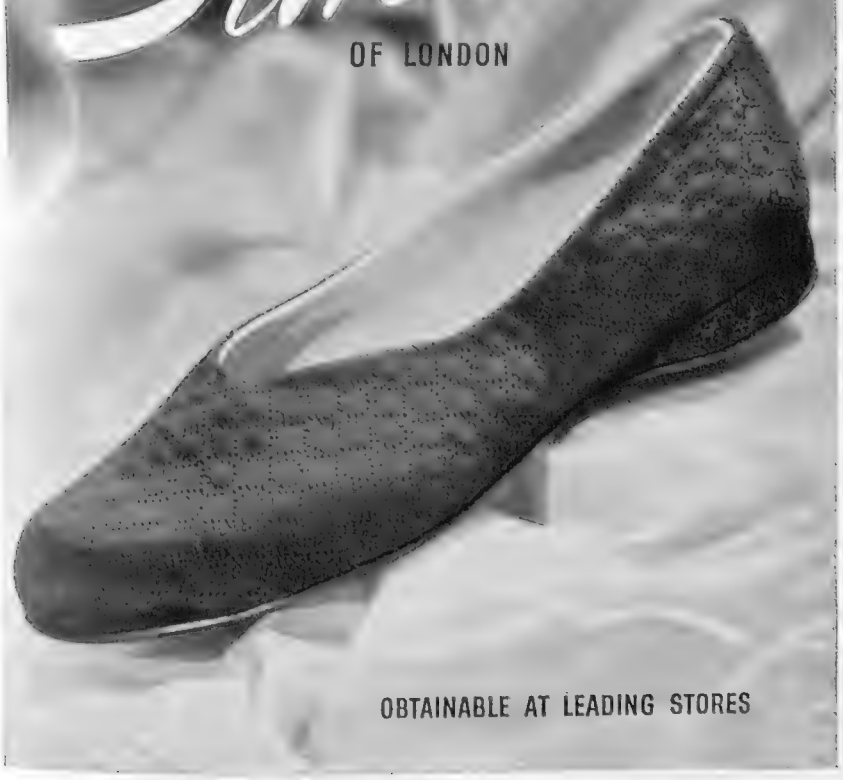

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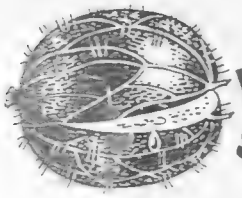

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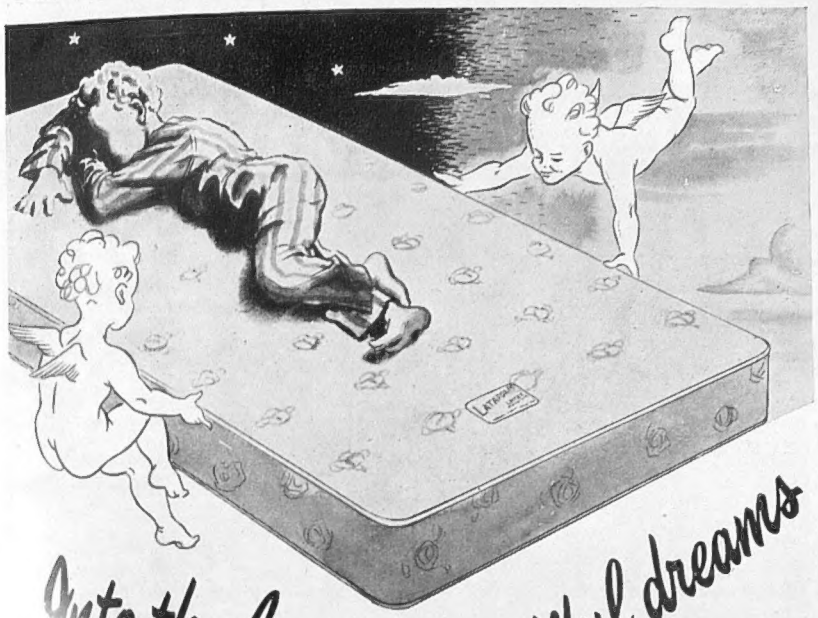

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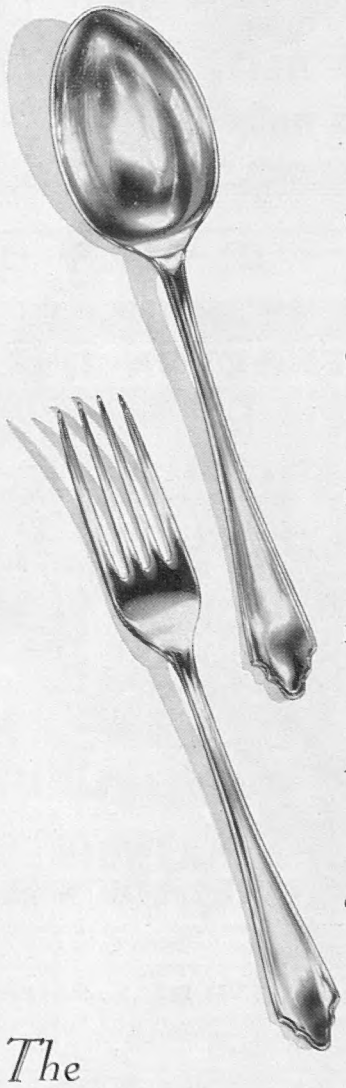

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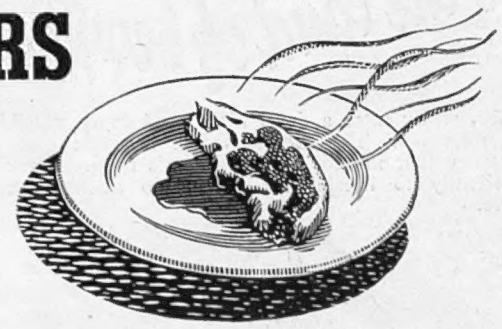

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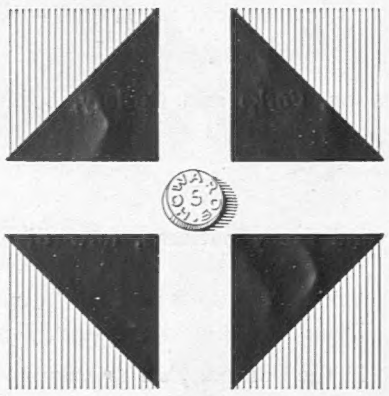

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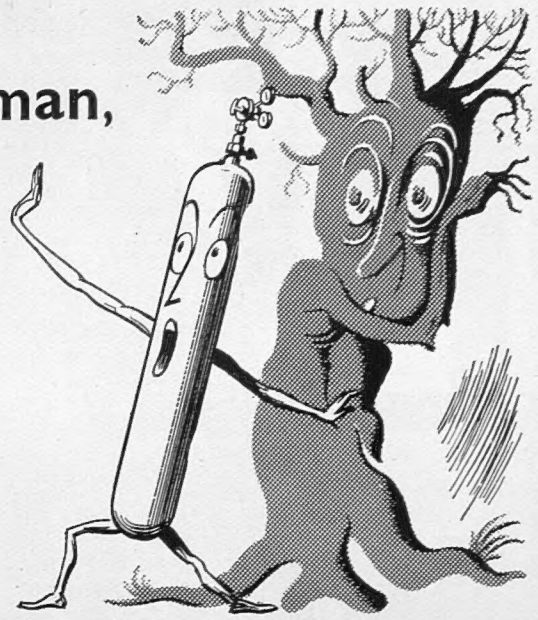
## Woodman, spare that tree!



Fencing, in these days of timber shortage, is a big problem for the farmer. Solutions can be found, however. One farmer bought scrap steel tubing from an Air Ministry dump. With the help of a BOC welding process, this tubing was made into gates and fencing for the farm, with excellent results. When it comes to "making-do," fabrication can work wonders. The BOC have lots of advice to give on this subject, if you would care to get in touch with them.

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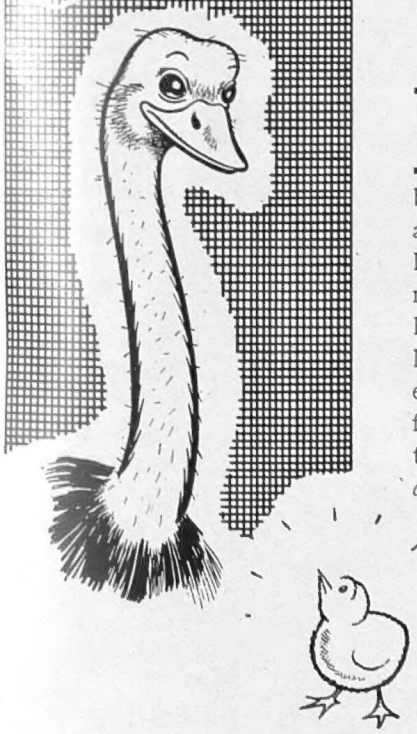

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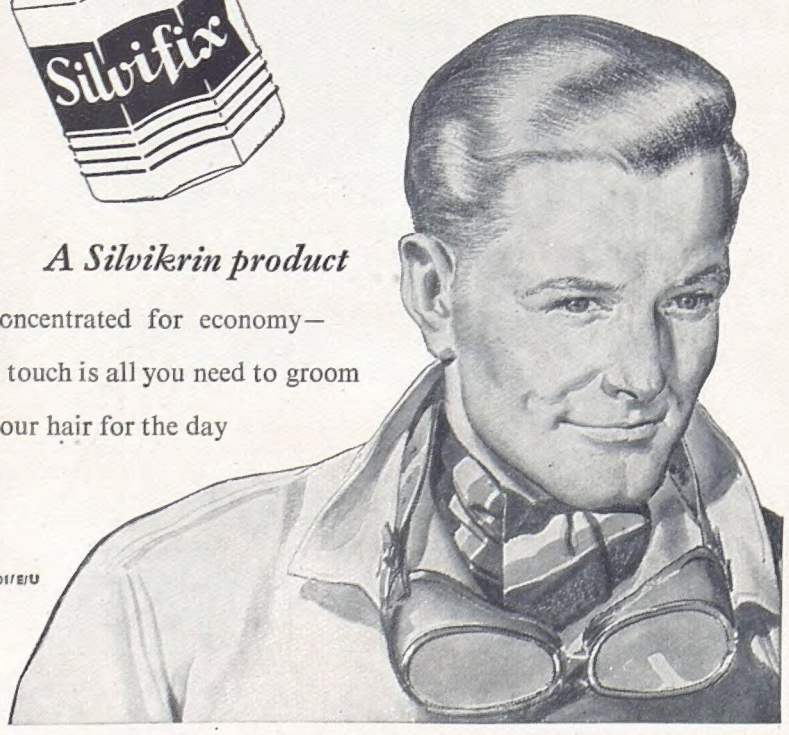

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